

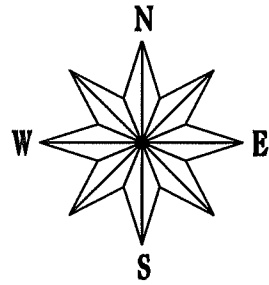
Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT WINGRA CREEK PARKWAY, PHASE 3

PROJECT NO. 53W0312
CONTRACT NO. 6832



NOTE: FIELD VERIFY UTILITIES

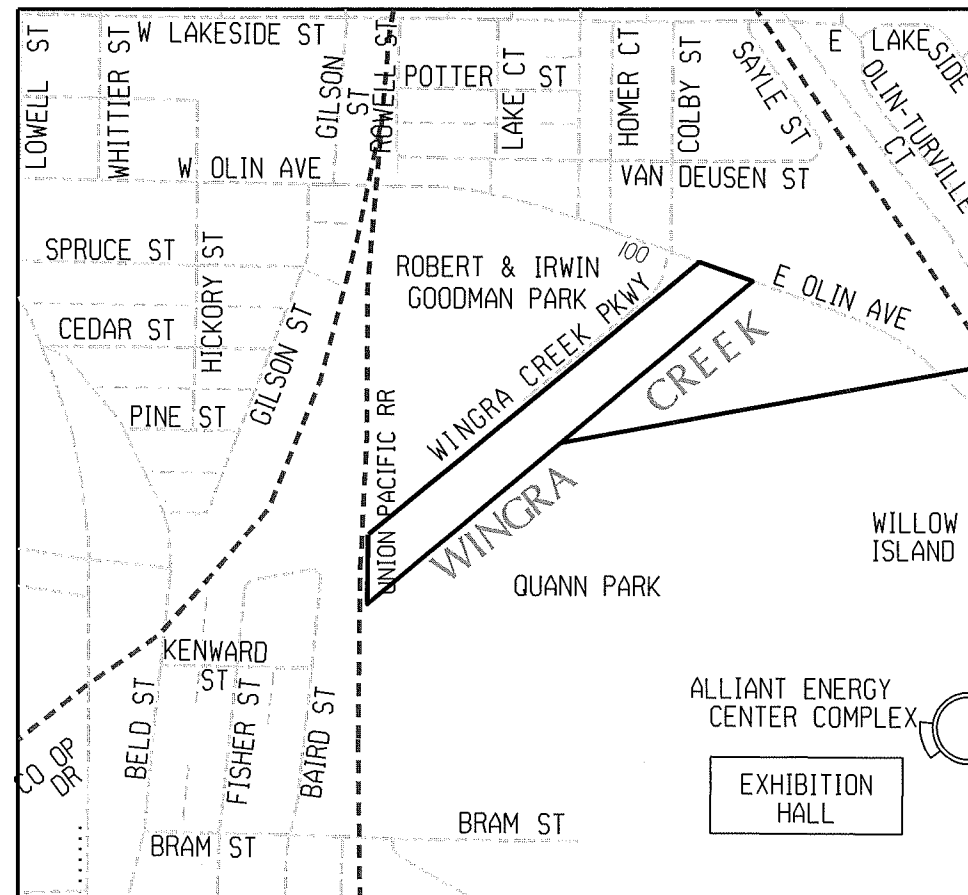
STORM SEWER	—ST—
SANITARY SEWER	—SAN—
WATER	—W—
POWER POLE	□
RAILROAD	▬▬▬▬▬▬▬▬▬▬

INDEX OF SHEETS

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SHEET NO. D1-D2	DETAILS
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SHEET NO. P1-P4	PLAN AND PROFILE
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EARTHWORK SUMMARY

DREDGING - WINGRA CREEK	5500 CY
EXCAVATION - JOHN NOLEN RETENTION POND	1700 CY
FILL BORROW - LITTORAL SHELF CONSTRUCTION	3864 CY



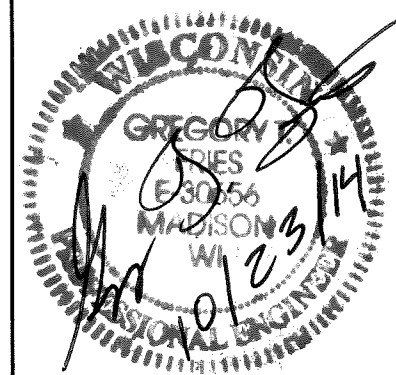
PROJECT LOCATION

PROJECT APPROVED
SEPTEMBER 3, 2014
BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

DESIGN
APPROVED BY:

Michael R. Daley 10/24/2014
City Engineer Date

STORM SEWER
APPROVED BY:



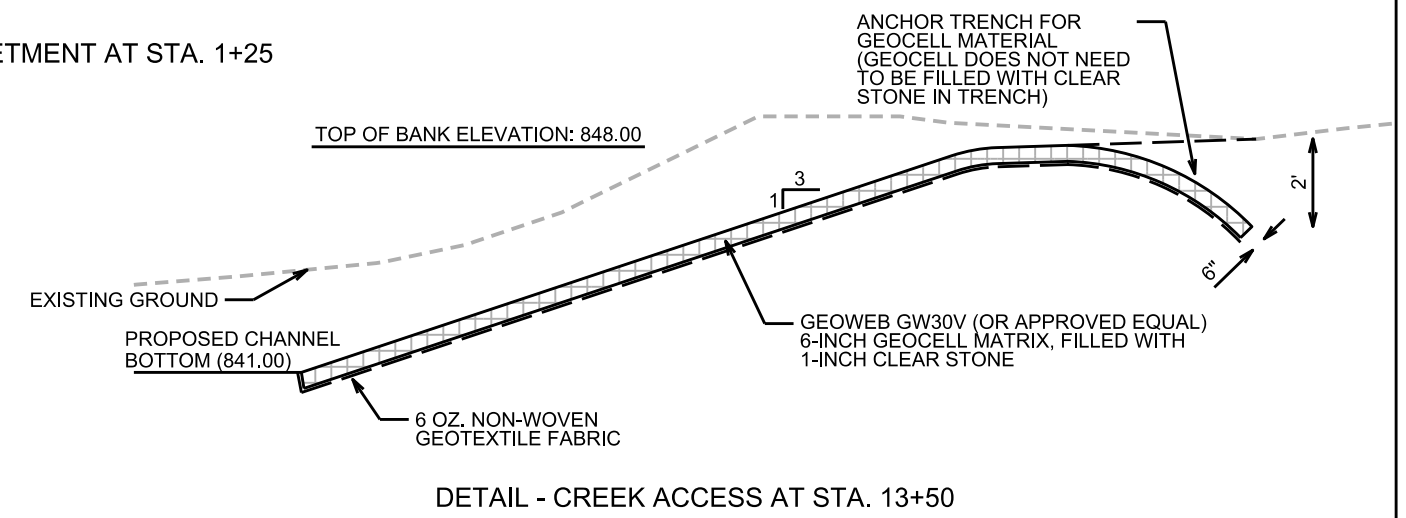
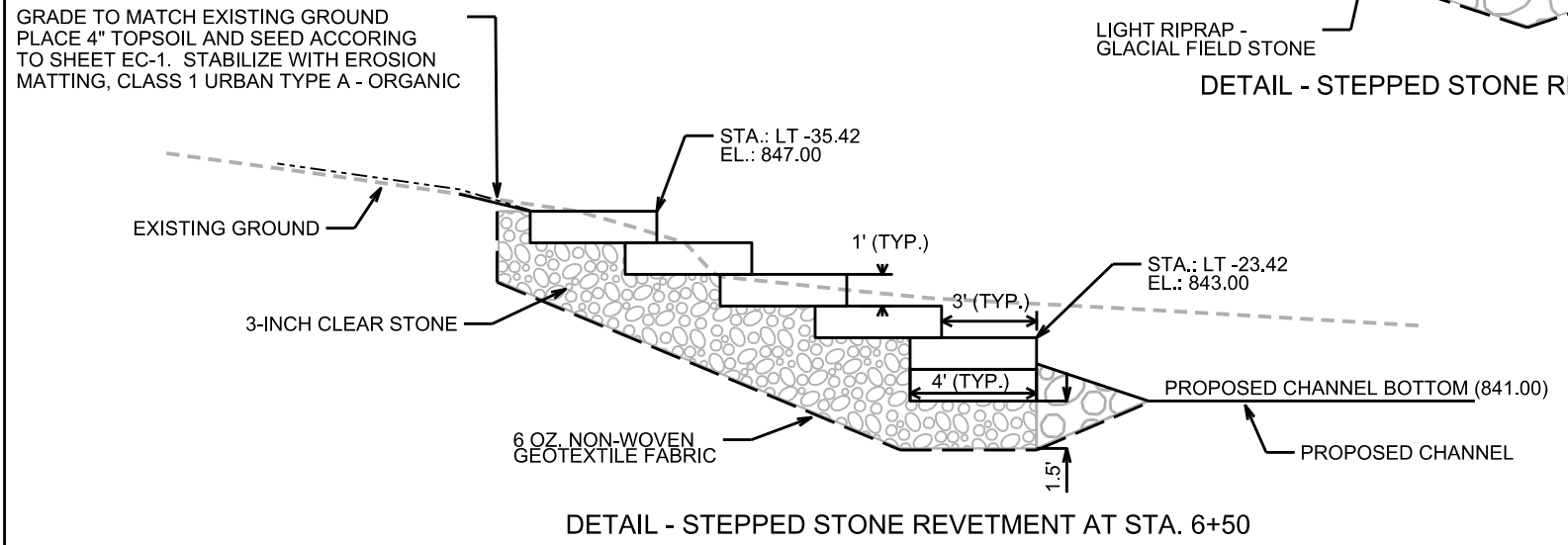
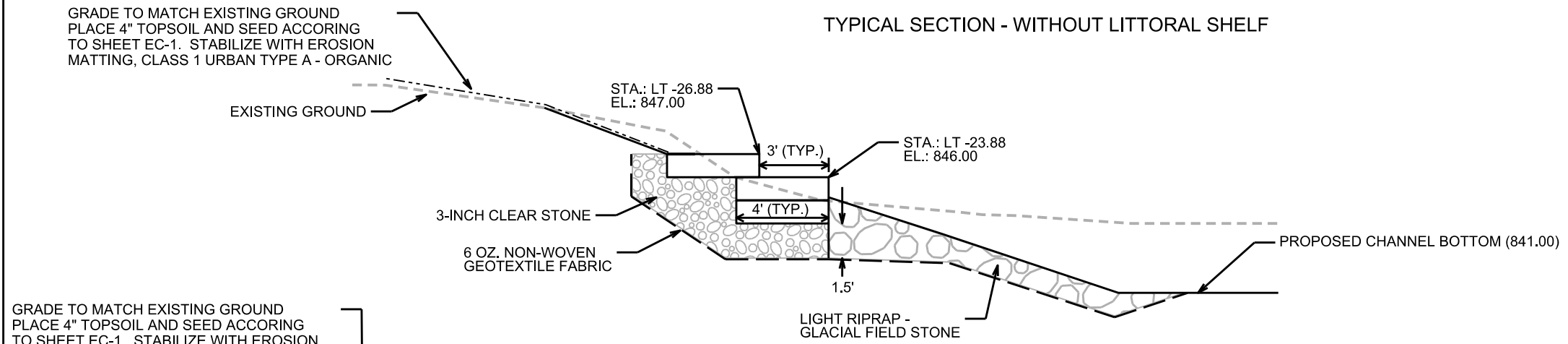
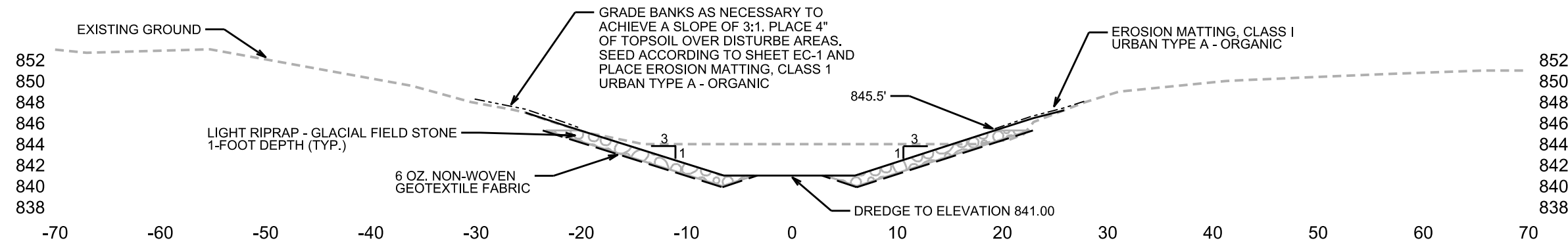
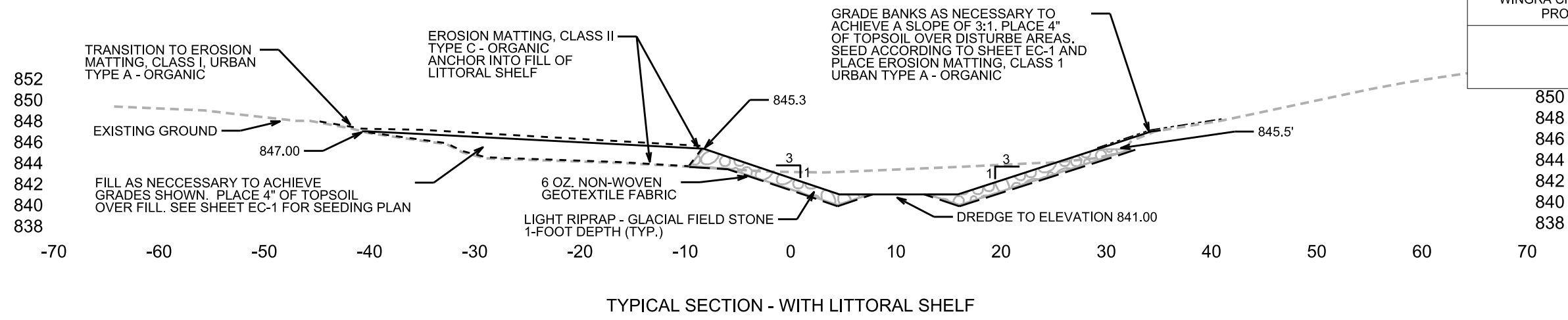


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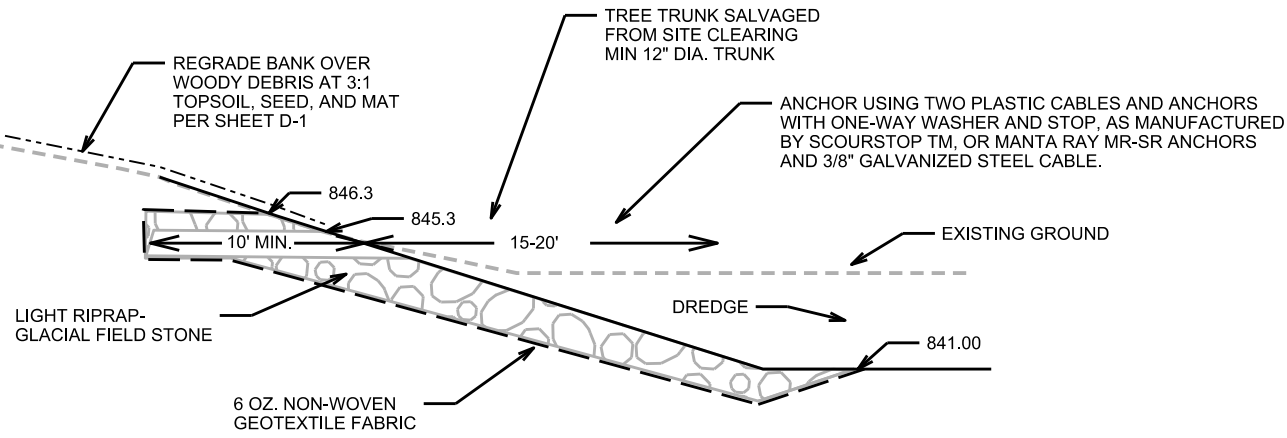
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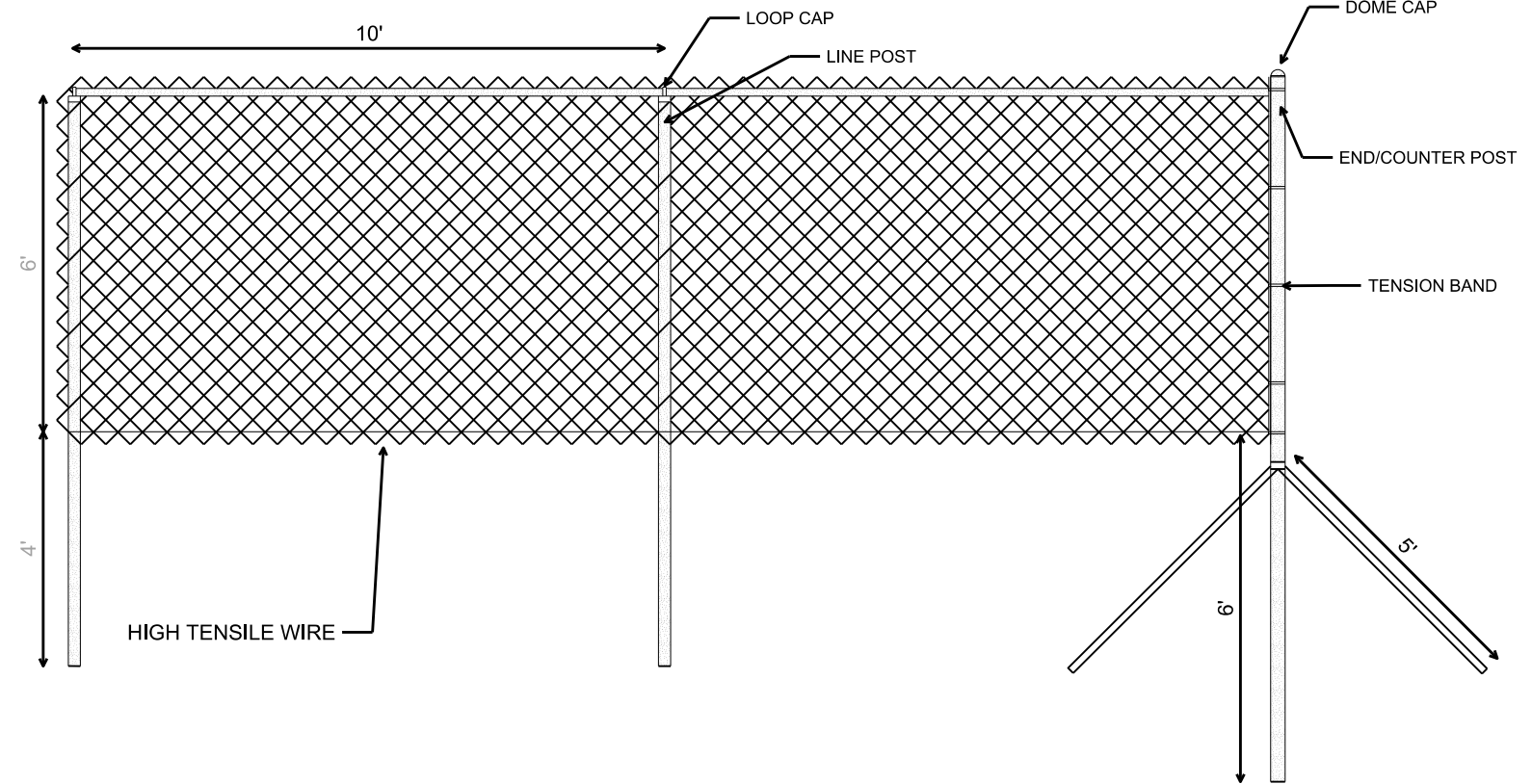
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- NOTES:
1. USE 12" MIN DIA. TREE TRUNKS FOR WOODY DEBRIS. TRIM OFF SMALL BRANCHES AND USE PORTION WHERE TRUNK BRANCHES INTO LIMBS. LARGE DIAMETER LIMBS (GREATER THAN 12") BRANCHING INTO SMALLER LIMBS MAY ALSO BE USED.
 2. POSITION MOST OF TRUNK AND LIMBS UNDERWATER. POSITION SUCH THAT TRUNK IS STABLE, BUT ALLOW SPACE BELOW TRUNK AND SOME LIMBS FOR FISH HABITAT.
 3. POSITION TREE AT APPROXIMATELY 20-40 DEGREE ANGLE WITH THE DOWNSTREAM BANK.
 4. SEE EROSION MAT BANK TREATMENT DETAIL ON SHEET D1 FOR DETAILS OF BANK TREATMENT.

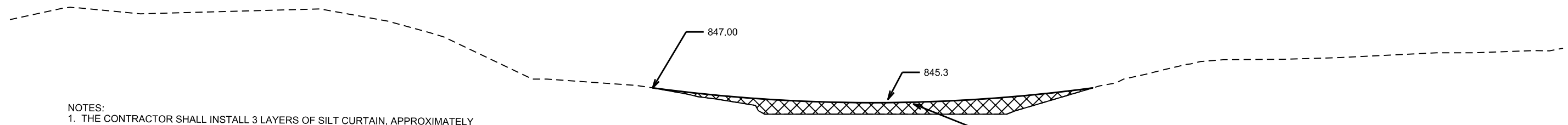
DETAIL - WOODY DEBRIS FISH HABITAT



SCHEDULE 40 PIPE

FABRIC	HEIGHT 6"	MESH 2"	GAUGE 9	SELVAGE KK	FINISH ALUM.
FRAMEWORK	O.D.	WALL	WT. PER FT.	LENGTH	
END/CORNER POST	3"	0.203	5.79	12'	
LINE POST	2.5"	0.154	3.65	10'	
RAILS	1.625"	0.140	2.27	21'	

DETAIL - CHAIN LINK FENCE



- NOTES:
1. THE CONTRACTOR SHALL INSTALL 3 LAYERS OF SILT CURTAIN, APPROXIMATELY 10 FEET APART, IMMEDIATELY DOWN STREAM OF THE DREDGING ACTIVITIES.
 2. THE SILT CURTAIN SHALL BE MAINTAINED IN GOOD CONDITION FOR THE DURATION OF THE PROJECT.
 3. IF A SHUT-DOWN TAKES PLACE, THE CONTRACTOR SHALL REMOVE THE SILT CURTAIN AND REPLACE IT WHEN PROJECT ACTIVITIES RESUME. THE CONTRACTOR SHALL BE COMPENSATED FOR BOTH INSTALLATIONS.

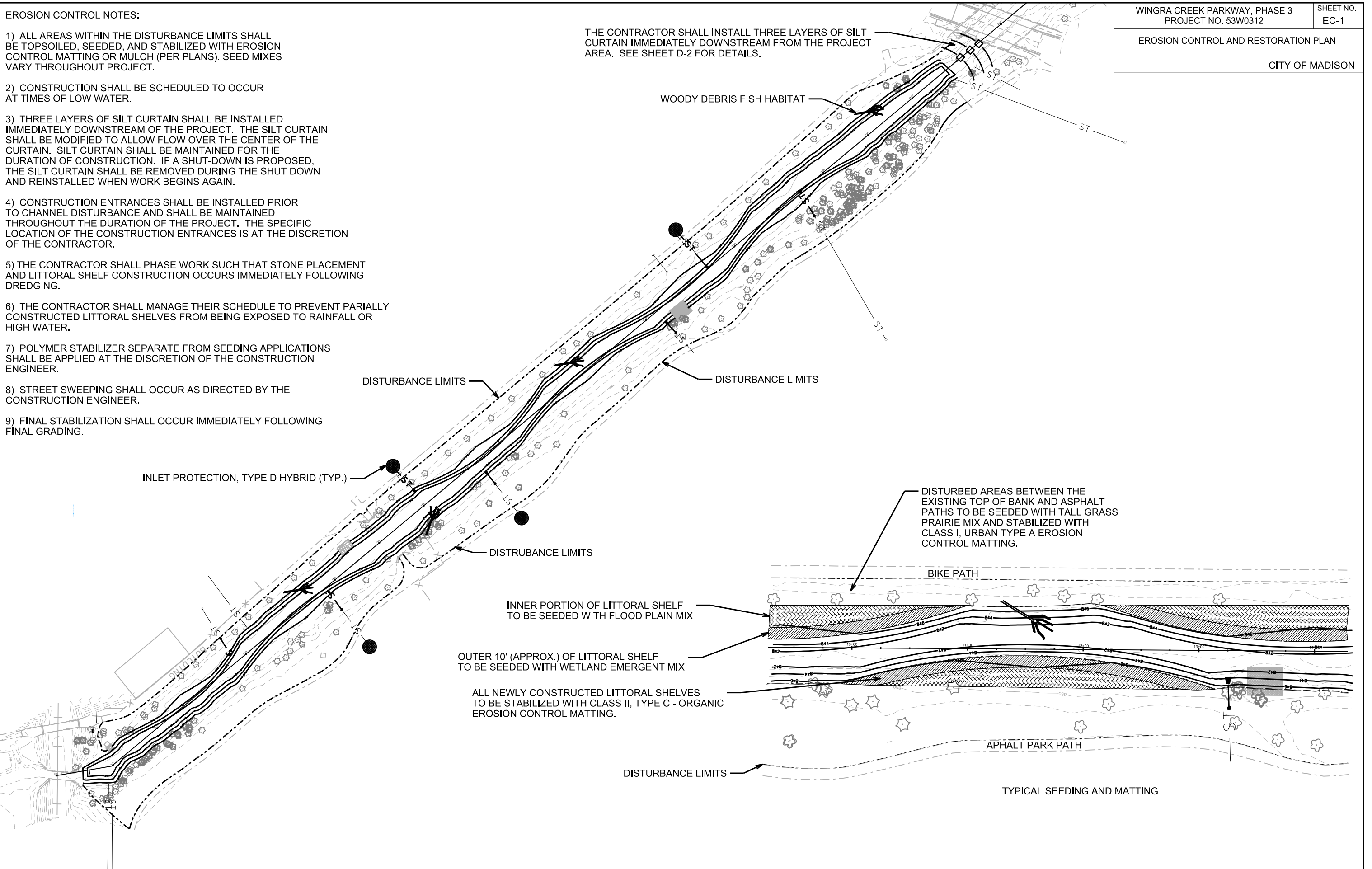
CONTRACTOR SHALL MODIFY SILT CURTAIN FLOATS AND POSTS AS NECESSARY TO ALLOW FLOW OVER THE SILT CURTAIN IN THE CENTER OF THE CHANNEL.

DETAIL - SILT CURTAIN

EROSION CONTROL NOTES:

- 1) ALL AREAS WITHIN THE DISTURBANCE LIMITS SHALL BE TOPSOILED, SEEDED, AND STABILIZED WITH EROSION CONTROL MATTING OR MULCH (PER PLANS). SEED MIXES VARY THROUGHOUT PROJECT.
- 2) CONSTRUCTION SHALL BE SCHEDULED TO OCCUR AT TIMES OF LOW WATER.
- 3) THREE LAYERS OF SILT CURTAIN SHALL BE INSTALLED IMMEDIATELY DOWNSTREAM OF THE PROJECT. THE SILT CURTAIN SHALL BE MODIFIED TO ALLOW FLOW OVER THE CENTER OF THE CURTAIN. SILT CURTAIN SHALL BE MAINTAINED FOR THE DURATION OF CONSTRUCTION. IF A SHUT-DOWN IS PROPOSED, THE SILT CURTAIN SHALL BE REMOVED DURING THE SHUT DOWN AND REINSTALLED WHEN WORK BEGINS AGAIN.
- 4) CONSTRUCTION ENTRANCES SHALL BE INSTALLED PRIOR TO CHANNEL DISTURBANCE AND SHALL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. THE SPECIFIC LOCATION OF THE CONSTRUCTION ENTRANCES IS AT THE DISCRETION OF THE CONTRACTOR.
- 5) THE CONTRACTOR SHALL PHASE WORK SUCH THAT STONE PLACEMENT AND LITTORAL SHELF CONSTRUCTION OCCURS IMMEDIATELY FOLLOWING DREDGING.
- 6) THE CONTRACTOR SHALL MANAGE THEIR SCHEDULE TO PREVENT PARTIALLY CONSTRUCTED LITTORAL SHELVES FROM BEING EXPOSED TO RAINFALL OR HIGH WATER.
- 7) POLYMER STABILIZER SEPARATE FROM SEEDING APPLICATIONS SHALL BE APPLIED AT THE DISCRETION OF THE CONSTRUCTION ENGINEER.
- 8) STREET SWEEPING SHALL OCCUR AS DIRECTED BY THE CONSTRUCTION ENGINEER.
- 9) FINAL STABILIZATION SHALL OCCUR IMMEDIATELY FOLLOWING FINAL GRADING.

THE CONTRACTOR SHALL INSTALL THREE LAYERS OF SILT CURTAIN IMMEDIATELY DOWNSTREAM FROM THE PROJECT AREA. SEE SHEET D-2 FOR DETAILS.

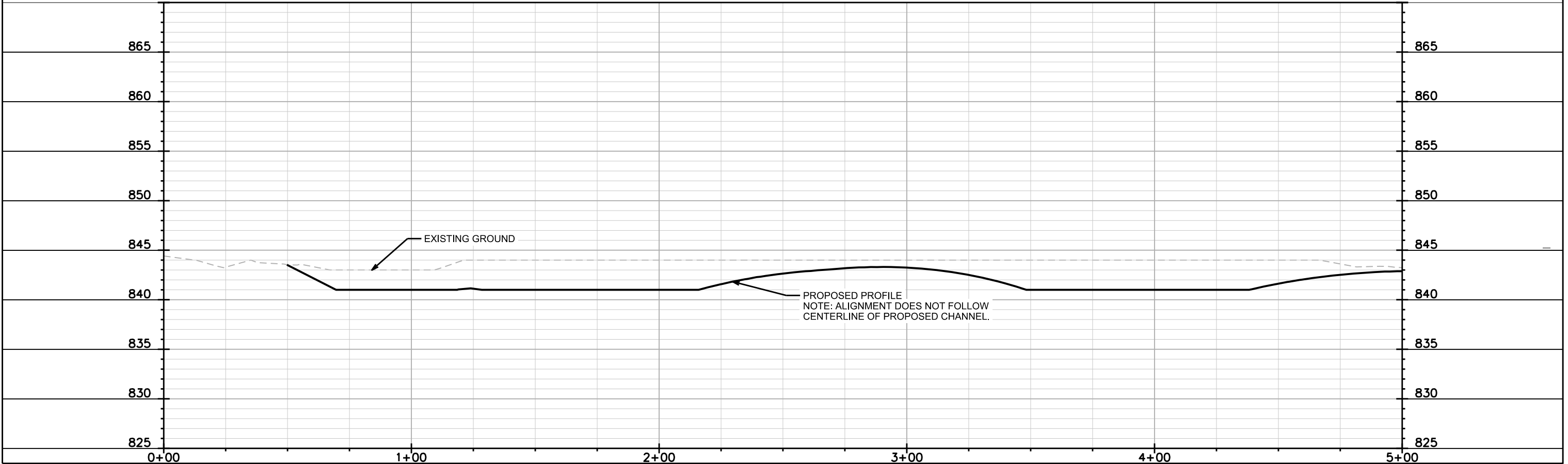
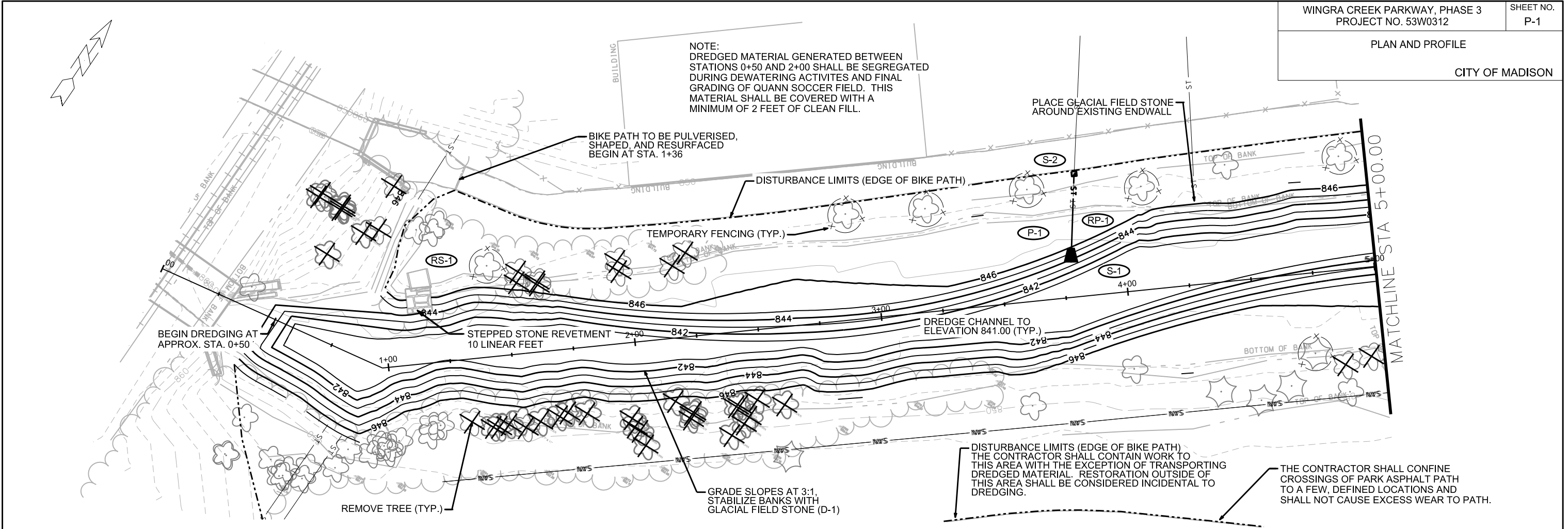


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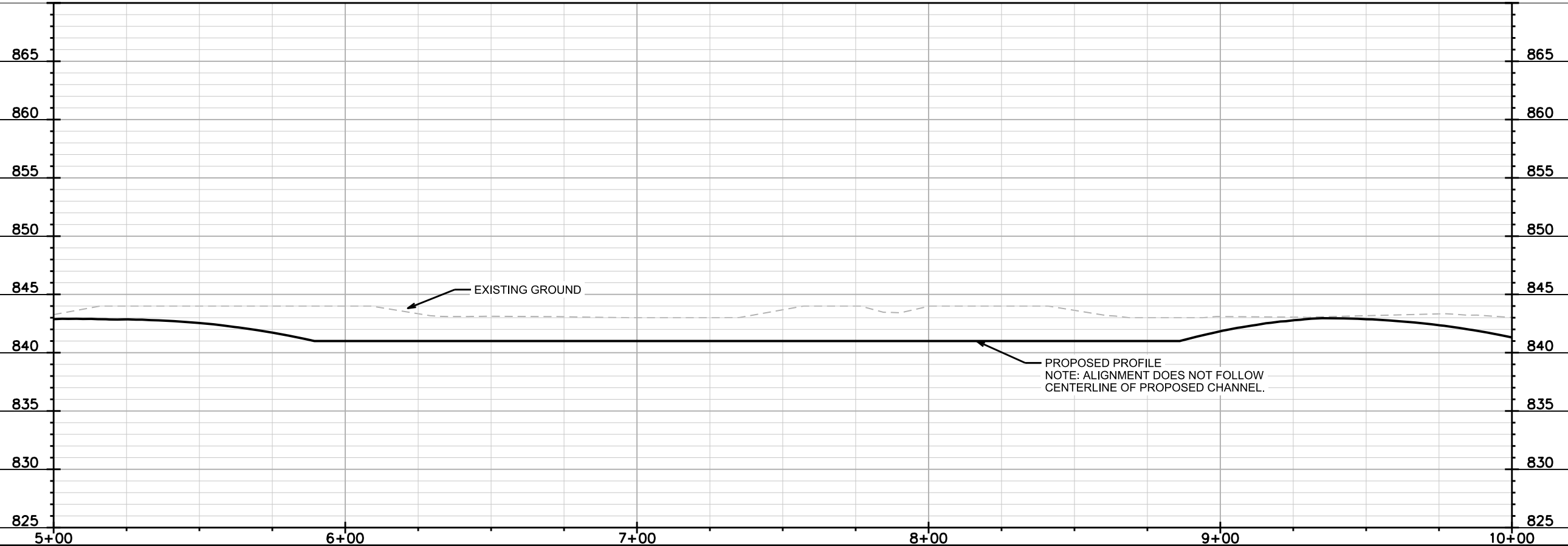
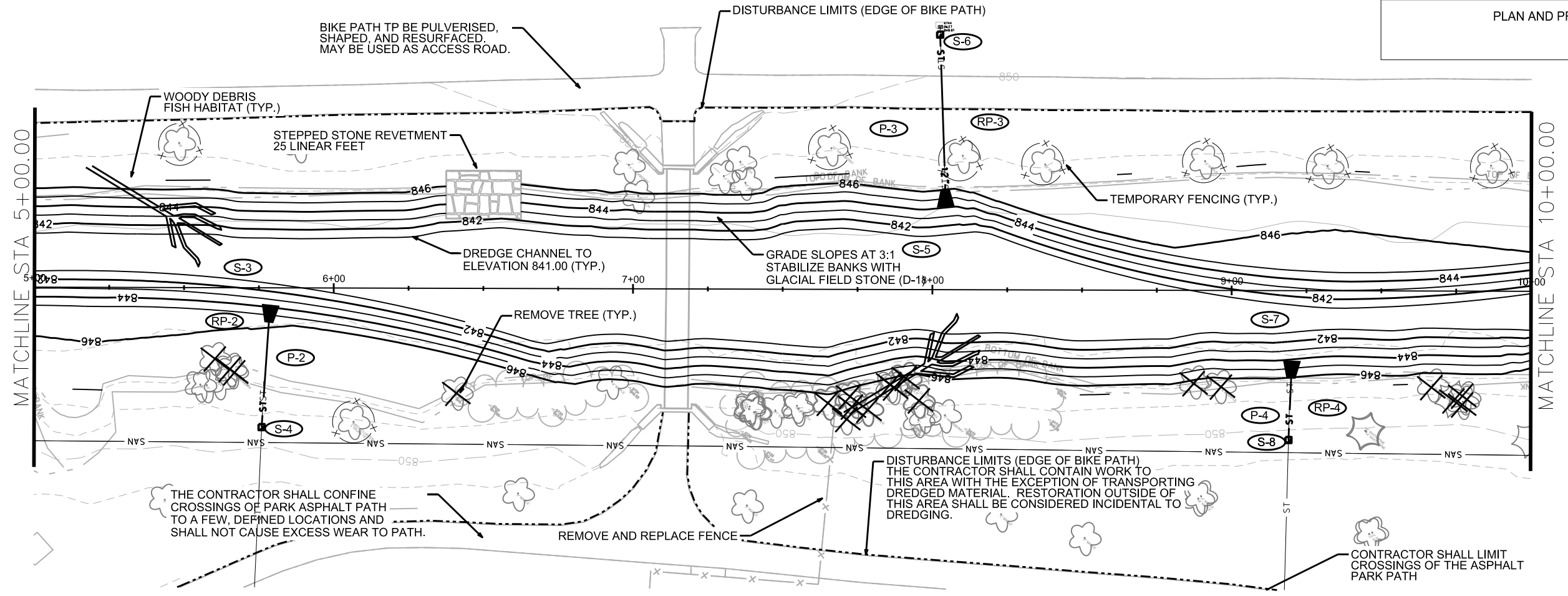


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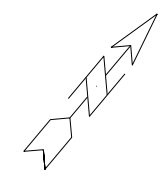


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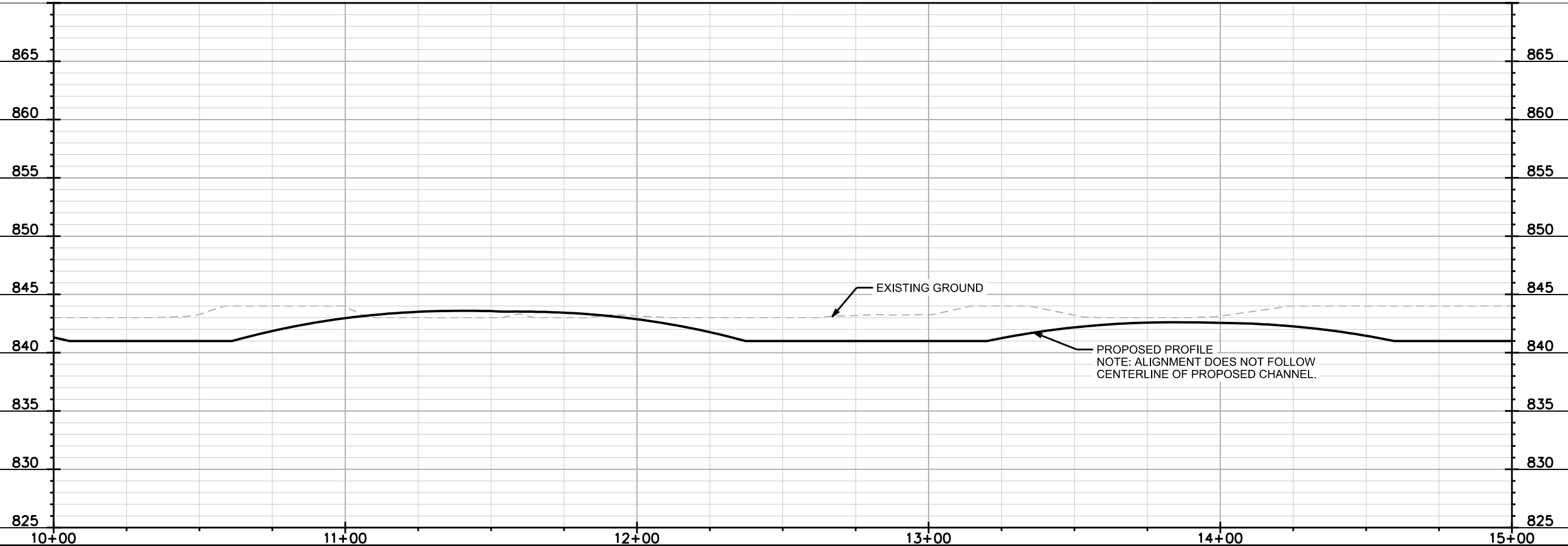
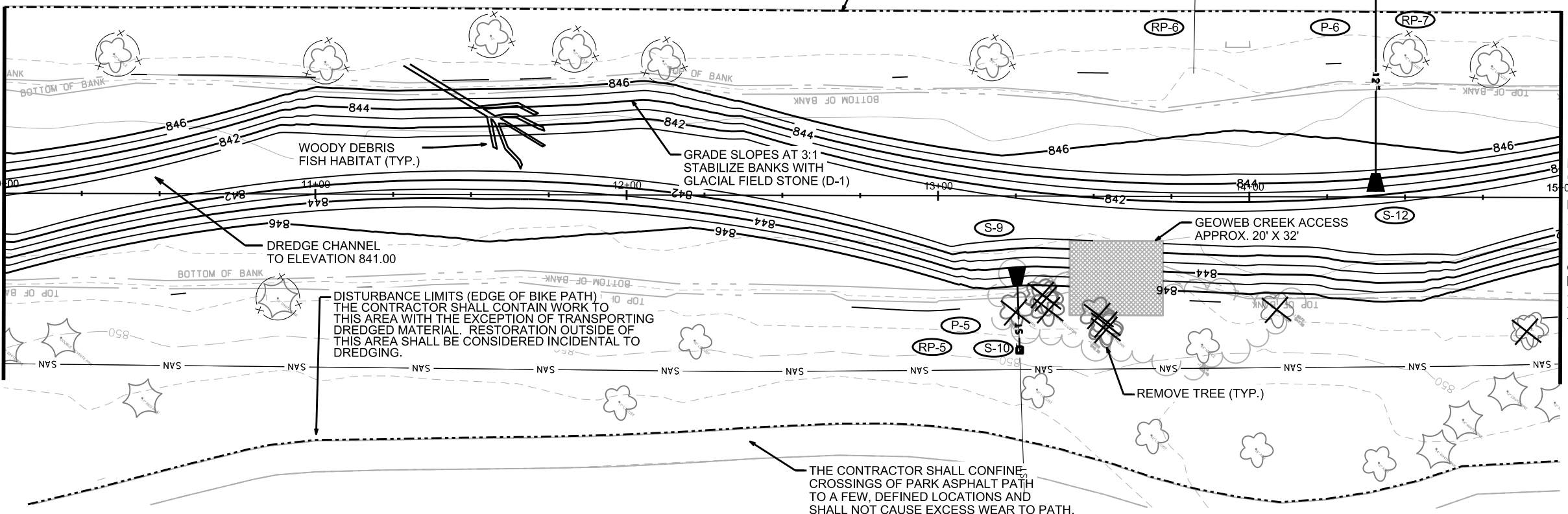
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MATCHLINE STA 10+00.00

MATCHLINE STA 15+00.00



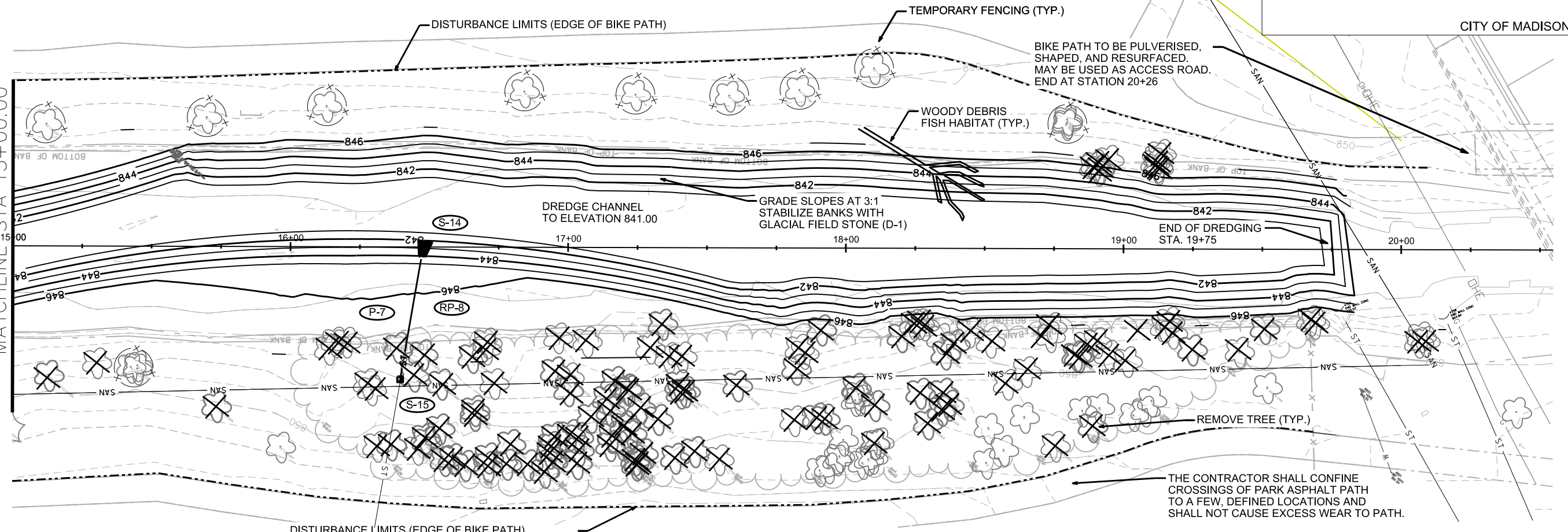
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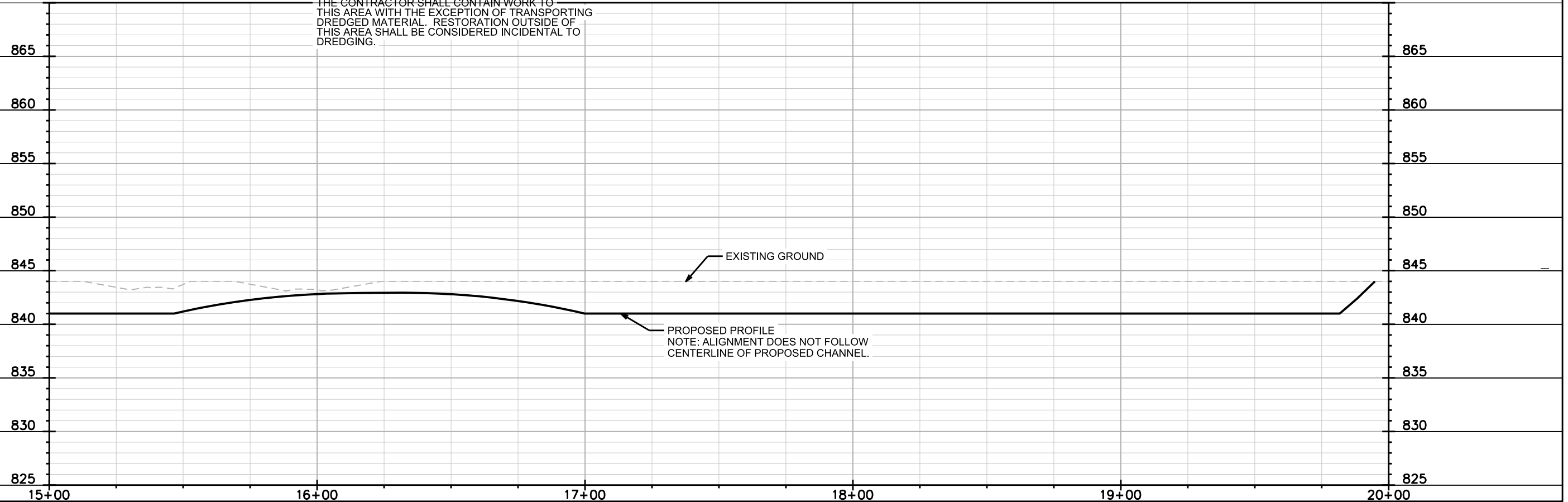
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MATCHLINE STA 15+00.00



DISTURBANCE LIMITS (EDGE OF BIKE PATH)
THE CONTRACTOR SHALL CONTAIN WORK TO THIS AREA WITH THE EXCEPTION OF TRANSPORTING DREDGED MATERIAL. RESTORATION OUTSIDE OF THIS AREA SHALL BE CONSIDERED INCIDENTAL TO DREDGING.



PLOT SCALE: _____

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STORM SEWER SCHEDULE

STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-1	3+78.38	LT-14.05	(1), (3), APRON ENDWALL	--	843.73	--	12" W/ AE GATE
S-2	3+83.25	LT-49.63	(2), CONCRETE COLLAR	--	843.89	--	12"
S-3	5+78.96	RT-5.67	(1), (3), APRON ENDWALL	--	843.40	--	18" W/ AE GATE
S-4	5+76.04	RT-46.53	(2), CONCRETE COLLAR	--	845.35	--	18"
S-5	8+04.44	LT-27.52	(1), (3), APRON ENDWALL	--	844.01	--	12" W/ AE GATE
S-6	8+02.38	LT-85.17	(2), CONCRETE COLLAR	--	845.55	--	12"
S-7	9+20.18	RT-23.36	(1), (3), APRON ENDWALL	--	844.56	--	18" W/ AE GATE
S-8	9+19.10	RT-49.87	(2), CONCRETE COLLAR	--	845.55	--	18"
S-9	13+25.38	RT-22.85	(1), (3), APRON ENDWALL	--	844.00	--	18" W/ AE GATE
S-10	13+26.38	RT-49.58	(2), CONCRETE COLLAR	--	844.47	--	18"
S-11	13+82.60	LT-78.57	(2), PIPE PLUG	--	845.00	--	18"
S-12	14+40.60	LT-1.69	(1), (3), APRON ENDWALL	--	842.74	--	12" W/ AE GATE
S-13	14+40.38	LT-84.26	(2), CONCRETE COLLAR	--	845.79	--	12"
S-14	16+48.58	LT-2.31	(1), (3), APRON ENDWALL	--	843.42	--	12" W/ AE GATE
S-15	16+39.61	RT-47.72	(2), CONCRETE COLLAR	--	846.35	--	12"

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-1	S-1	S-2	35.9	843.73	843.89	0.45%	12"	RCP	INLET E.I. IS APPROX.
P-2	S-3	S-4	41	843.40	845.35	4.76%	18"	RCP	INLET E.I. IS APPROX.
P-3	S-5	S-6	57.7	844.01	845.55	2.67%	12"	RCP	INLET E.I. IS APPROX.
P-4	S-7	S-8	26.5	844.56	845.55	3.74%	18"	RCP	INLET E.I. IS APPROX.
P-5	S-9	S-10	26.8	844.00	844.47	1.75%	18"	RCP	INLET E.I. IS APPROX.
P-6	S-12	S-13	82.5	842.74	845.79	3.70%	12"	RCP	INLET E.I. IS APPROX.
P-7	S-14	S-15	50.8	843.42	846.35	5.77%	12"	RC[INLET E.I. IS APPROX.

STRUCTURE REMOVALS

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
RS-1	1+16.27	-33.73	6X6 STRUCTURE	849.91	840.11	9.8	PLUG EXISTING PIPES

PIPE REMOVALS AND ABANDONMENTS

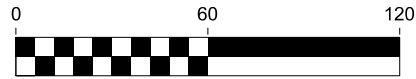
PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	PIPE SIZE	TYPE	PAID?
RP-1	S-1	S-2	35	12	CMP	N
RP-2	S-3	S-4	41	18"	CMP	N
RP-3	S-5	S-6	58	12"	CMP	N
RP-4	S-7	S-8	27	18"	CMP	N
RP-5	S-9	S-10	27	18"	RCP	N
RP-6	EX. AE	S-11	39	18"	VCP	Y
RP-7	S-12	S-13	83	12"	CMP	N
RP-8	S-14	S-15	51	12"	CMP	N

SPECIFIC NOTES

- (1) STATION, LOCATION, AND E.I. IS TO END OF THE APRON CL
- (2) LISTED E.I. IS APPROXIMATE, FIELD FIT
- (3) INSTALL JOINT TIES PER ARTICLE 504.2 (I), INCIDENTAL TO BID ITEM

STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES
- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.
- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.
- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT SALLY SWENSON OF CITY ENGINEERING AT (608) 266-4862 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608)264-9275.



SILT SOCK SHALL BE PLACED ON THE NORTH AND WEST SIDES OF THE DEWATERING AREA. IF NECESSARY, OR AS DIRECTED BY THE CONSTRUCTION ENGINEER, A CLEAR STONE BERM MAY BE ADDED WHERE NECESSARY.

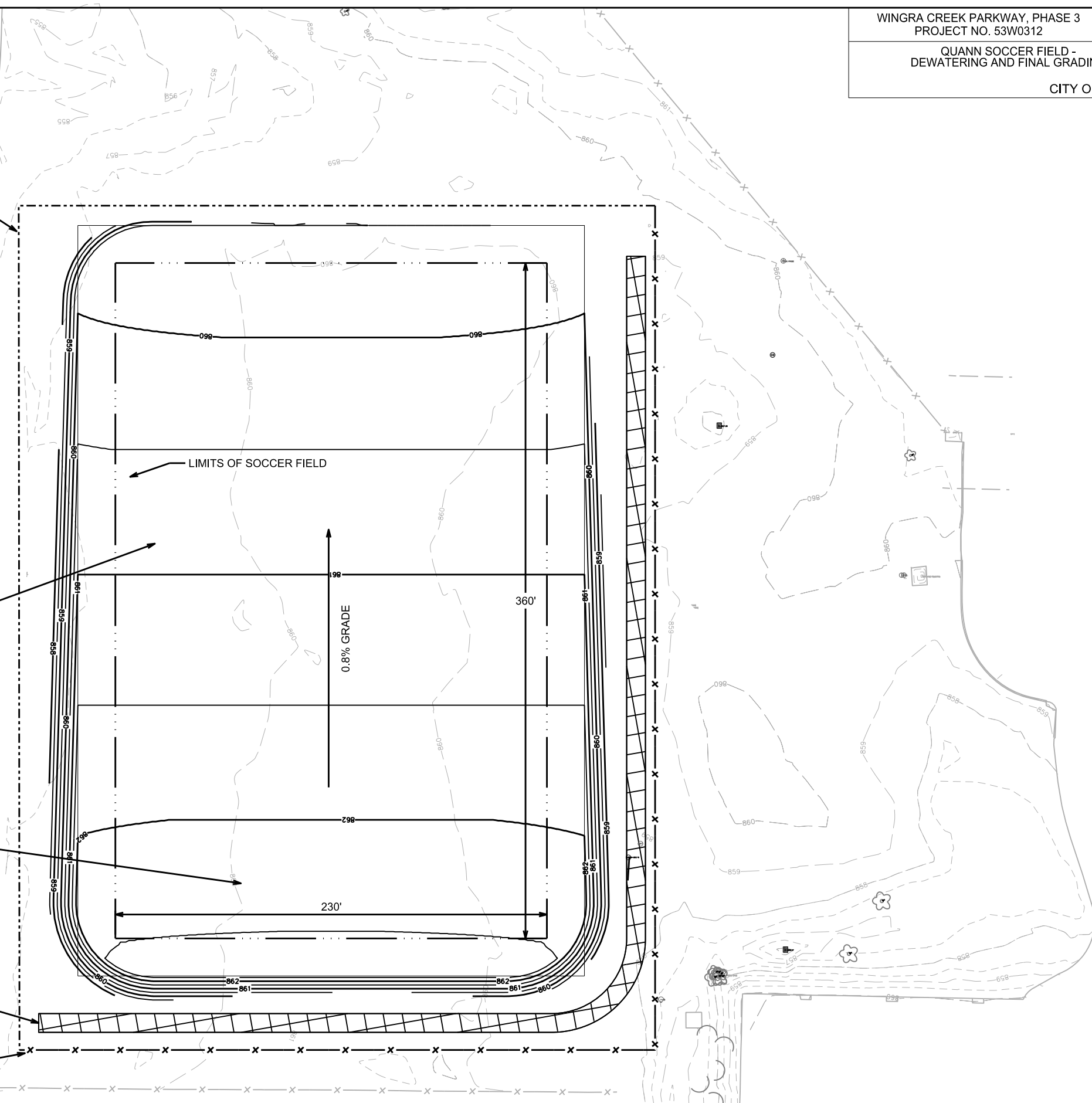
THE CONTRACTOR SHALL NOT USE THE ASPHALT PARK PATH AS A HAUL ROUTE

AFTER DEWATERING ACTIVITES ARE COMPLETE, QUANN SOCCER FIELDS SHALL BE GRADED AS SHOWN. THE TOPSOIL SHALL BE REDISTRIBUTED AT THE SITE, AND FINAL STABILIZATION SHALL INCLUDE PLACEMENT OF SUN TERRACE SEED MIX AND ADDITION OF STRAW MULCH. THE SILT SOCK AND SILT FENCE SHALL REMAIN IN PLACE UNTIL GRASS IS 50% ESTABLISHED.

NOTE:
DREDGED MATERIAL GENERATED BETWEEN STATIONS 0+50 AND 2+00 SHALL BE SEGREGATED DURING DEWATERING ACTIVITES AND FINAL GRADING OF QUANN SOCCER FIELD. THIS MATERIAL SHALL BE COVERED WITH A MINIMUM OF 2 FEET OF CLEAN FILL, WHICH MAY BE ACHIEVED IF PLACED AS THE BASE MATERIAL ON THE SOUTHERN END OF THE SOCCER FIELD GRADING.

CONSTRUCT A STABLE BERM WITH THE SALVAGED TOPSOIL FROM QUANN SOCCER FIELD. THE BERM SHALL BE TEMPORARILY SEEDED WITH NO MOW TURF MIX. THE BERM SHALL BE MAINTAINED FOR THE DURATION OF THE DEWATERING PROCESS.

SILT FENCE SHALL BE INSTALLED BEHIND THE TOPSOIL



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

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NOTE:

- 1) THE CONTRACTOR SHALL REMOVE TWO FEET OF MATERIAL FROM APPROXIMATELY 23,100 SF, OR 50' X 470', OF AREA WITHIN THE JOHN NOLEN RETENTION POND. THE SURFACE ELEVATION OF THE AREA SHOWN IN THIS FIGURE IS APPROXIMATELY 848.00. EXCAVATION SHALL EXTEND TO AN APPROXIMATE ELEVATION OF 846.00.
- 2) THE REMOVAL WILL BE COMPLETED WITHOUT THE COLLECTION OF FINAL SURVEY DATA. QUANTITY WILL BE DETERMINED BY MEASURING TRUCK LOADS.
- 3) THE TREE REMOVALS SHOWN ARE TO ACCOMMODATE SITE ACCESS. IF SITE ACCESS CAN BE ACHIEVED WITHOUT THE REMOVAL OF SOME TREES, THEN THOSE TREES SHALL BE SALVAGED.
- 4) THE CONTRACTOR IS RESPONSIBLE FOR HAULING THE MATERIAL OFF-SITE AND ITS PROPER DISPOSAL.
- 5) DEBRIS GENERATED DURING THE EXCAVATION SHALL BE REMOVED FROM THE SITE, INCLUDING SOIL, TREES, AND PLANT MATERIAL. THE EXCAVATED AREA WILL NOT BE RESTORED.

REMOVE 2 FEET OF MATERIAL FROM THE HATCHED AREA

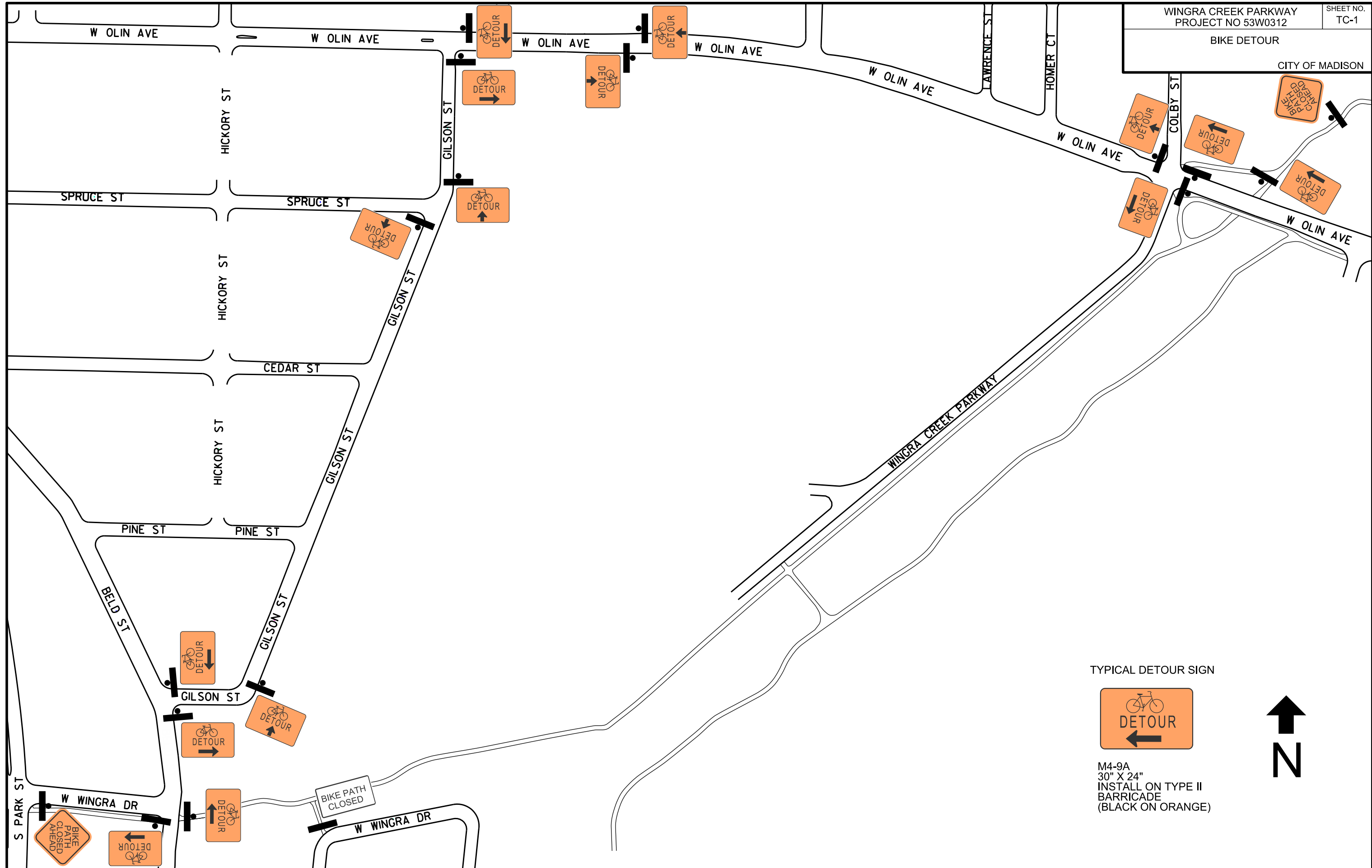
REMOVE TREE (TYP.)

REMOVE AND REPLACE BEAM GUARD AS NECESSARY TO PROVIDE SITE ACCESS

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BIKE DETOUR

CITY OF MADISON



TYPICAL DETOUR SIGN



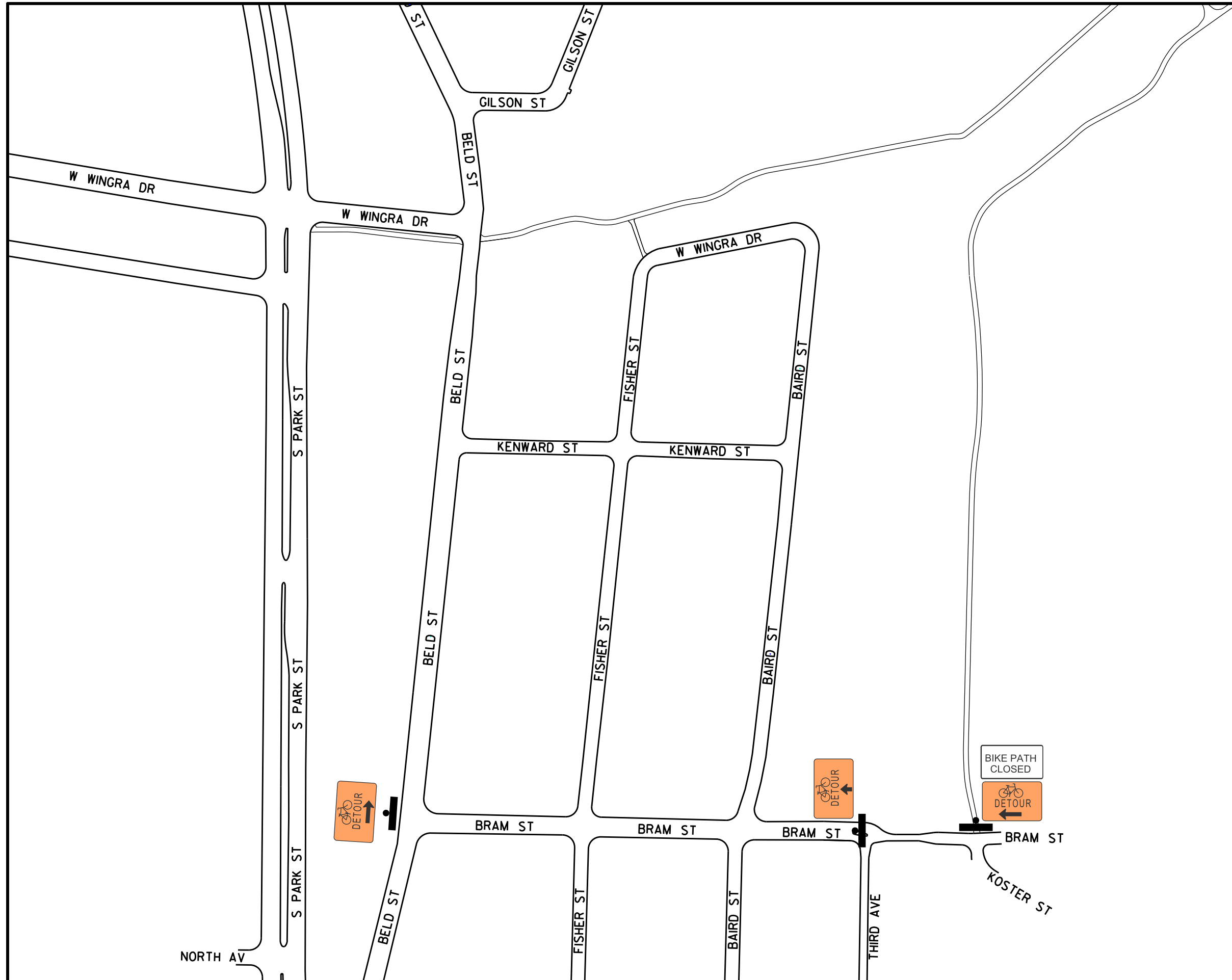
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30" X 24"
INSTALL ON TYPE II
BARRICADE
(BLACK ON ORANGE)



ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.
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PLOT SCALE:

BIKE DETOUR

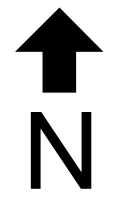
CITY OF MADISON



TYPICAL DETOUR SIGN



M4-9A
30" X 24"
INSTALL ON TYPE II
BARRICADE
(BLACK ON ORANGE)



PLOT SCALE:

PLOT NAME:

REV. DATE:

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CROSS SECTIONS

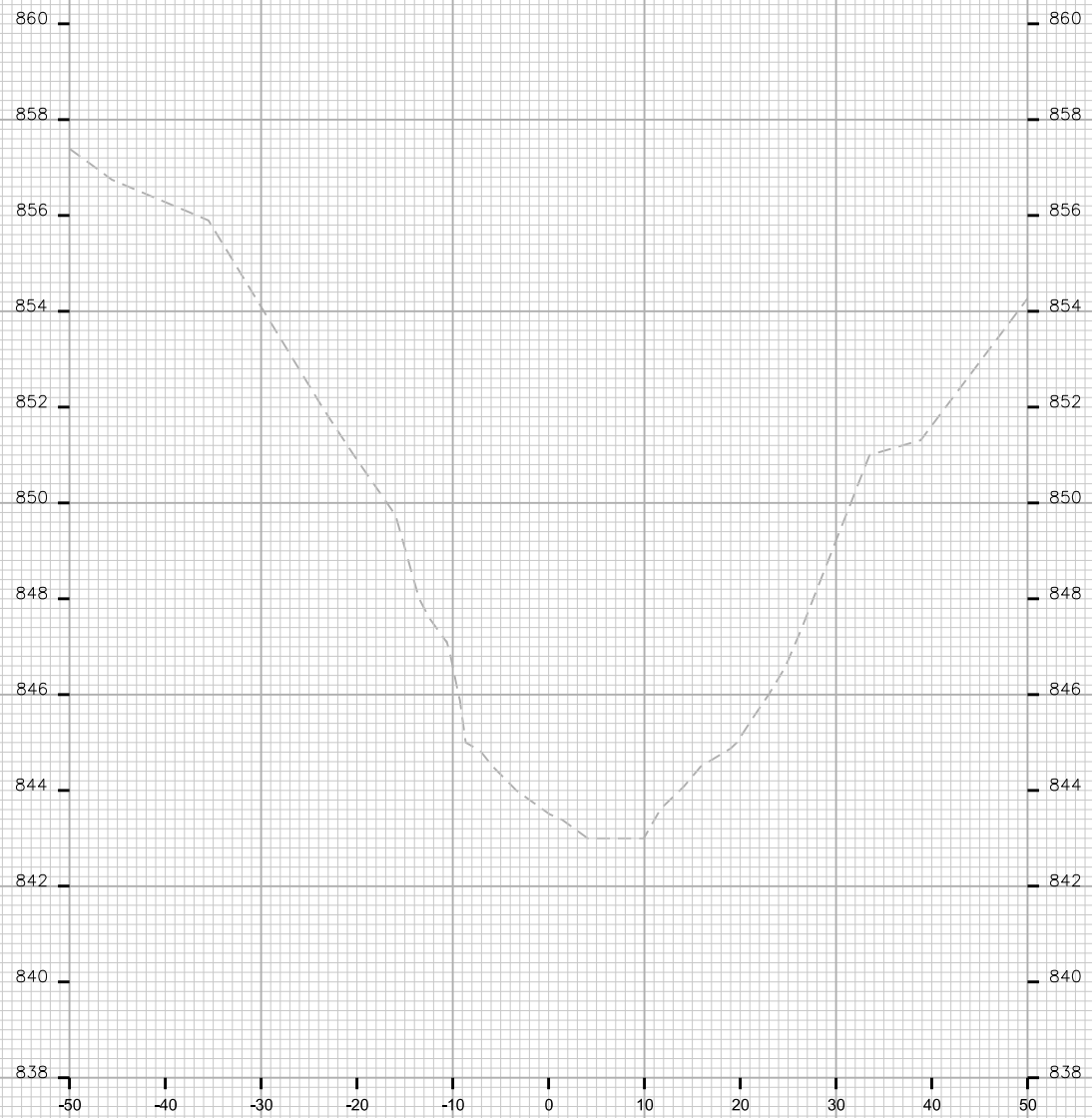
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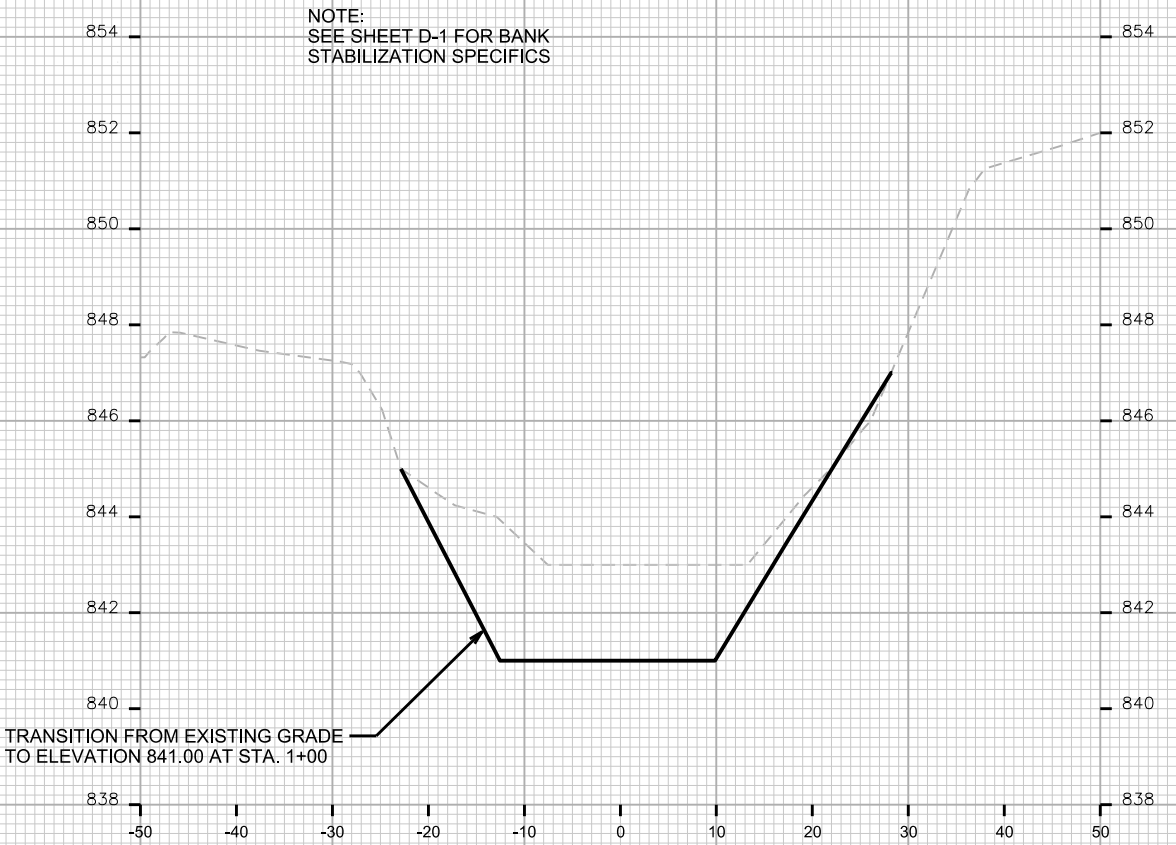
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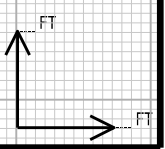
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STA. 0+50



STA. 0+75



CROSS SECTIONS

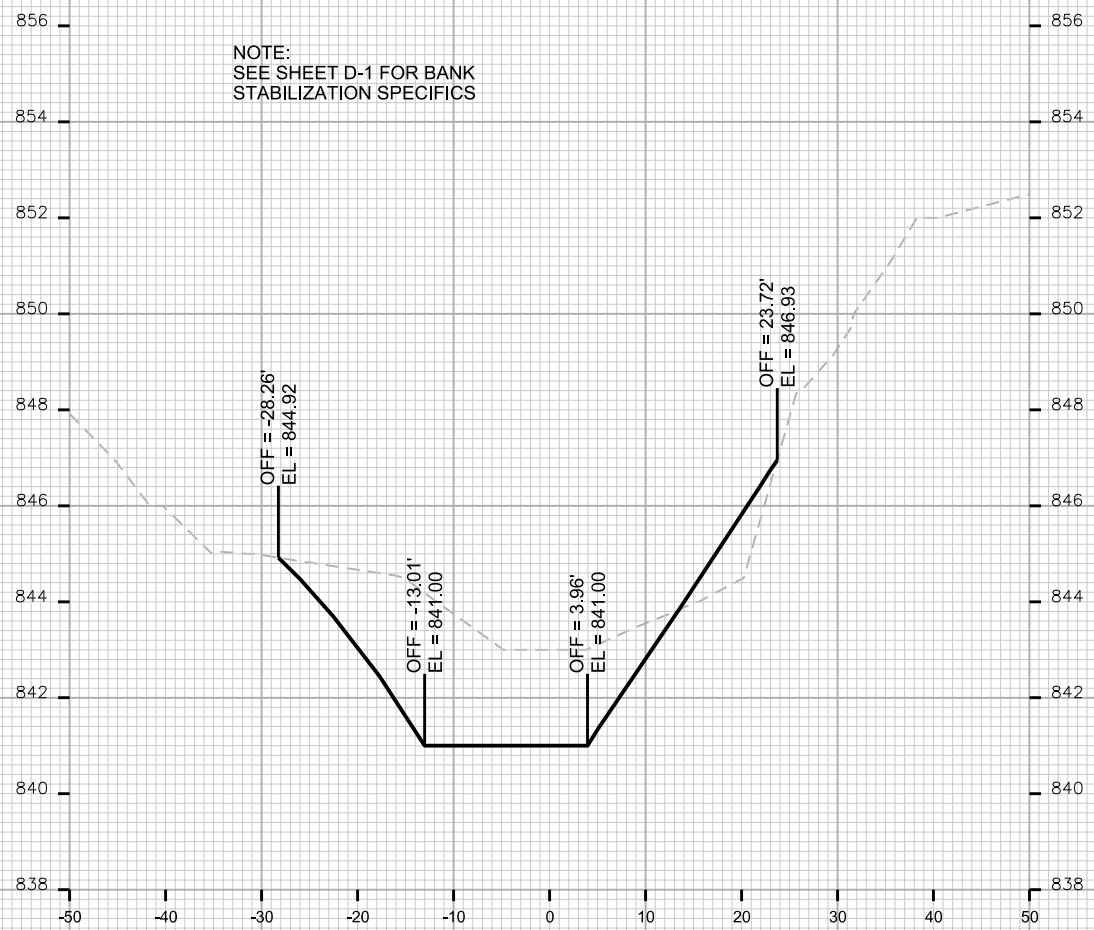
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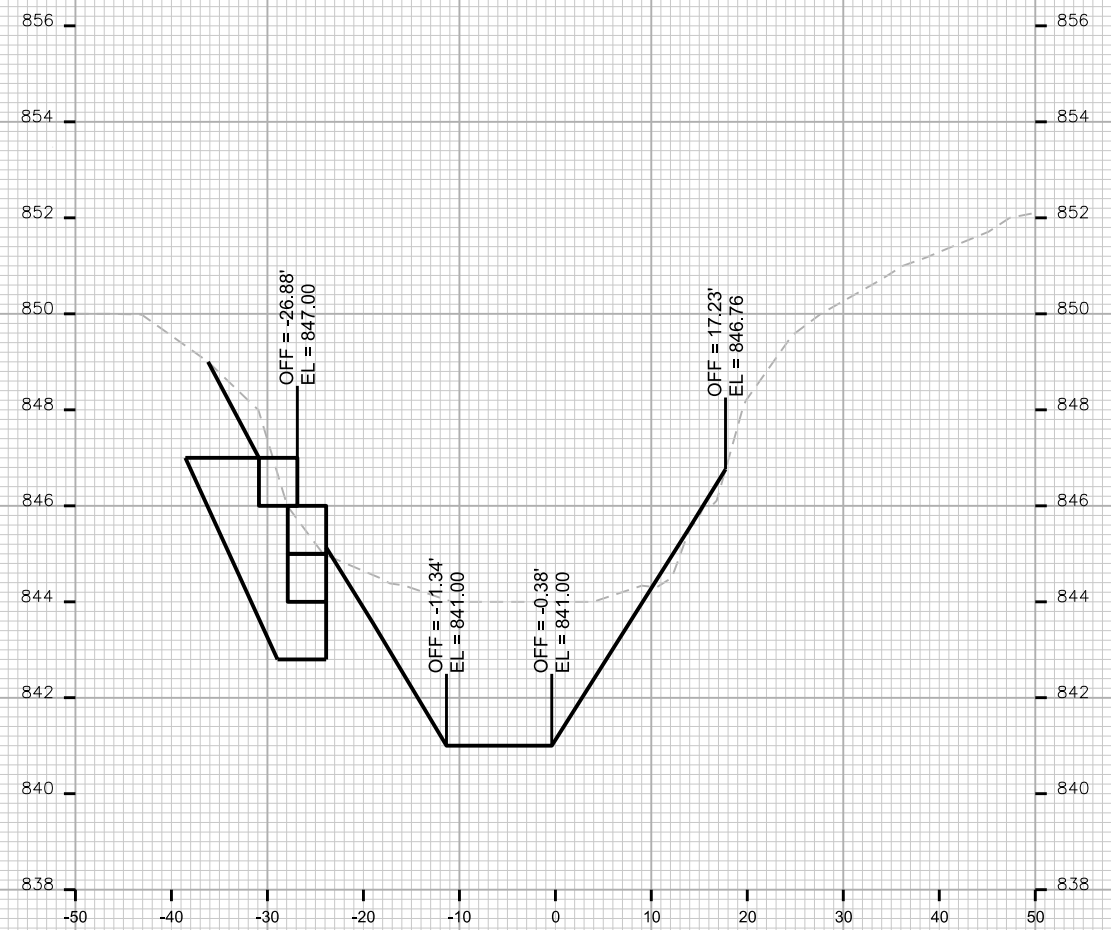
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STA. 1+00



STA. 1+25

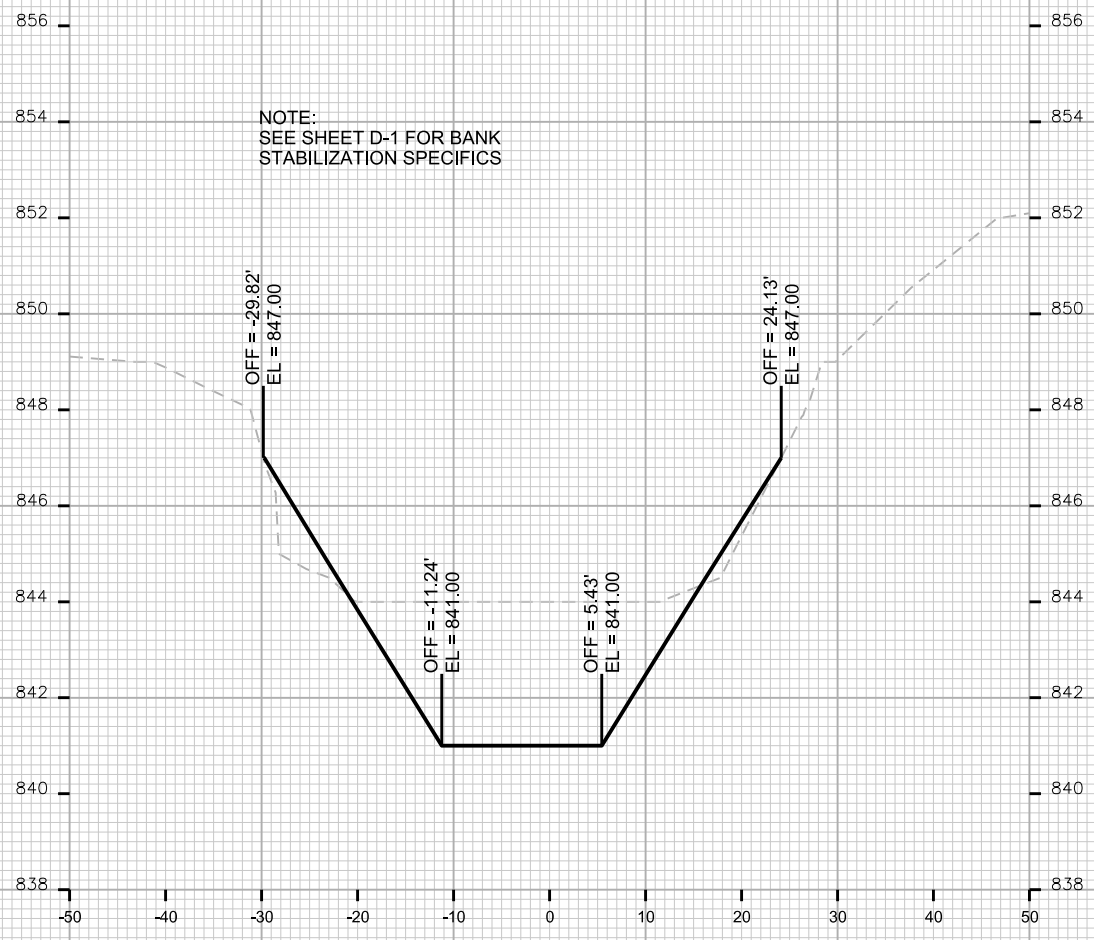


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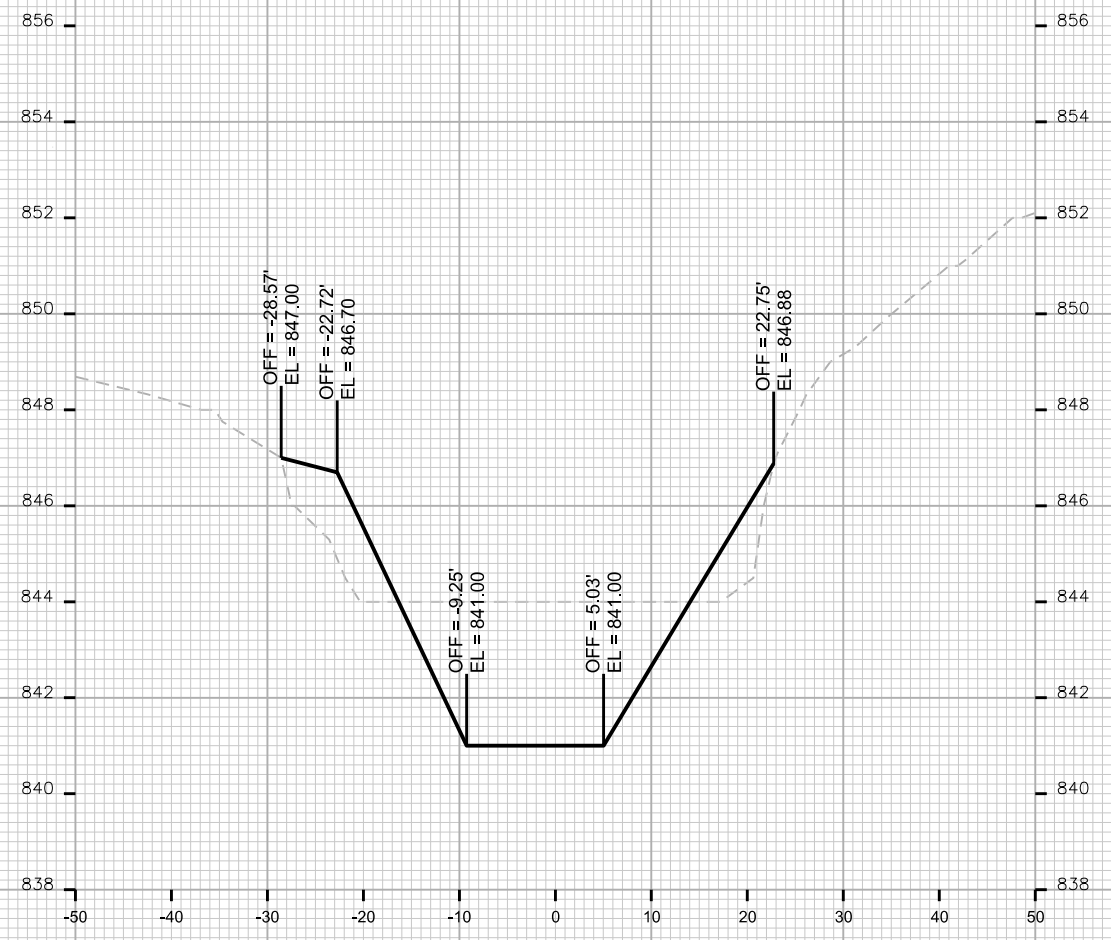
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STA. 1+50



STA. 1+75

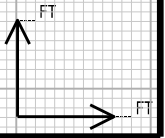
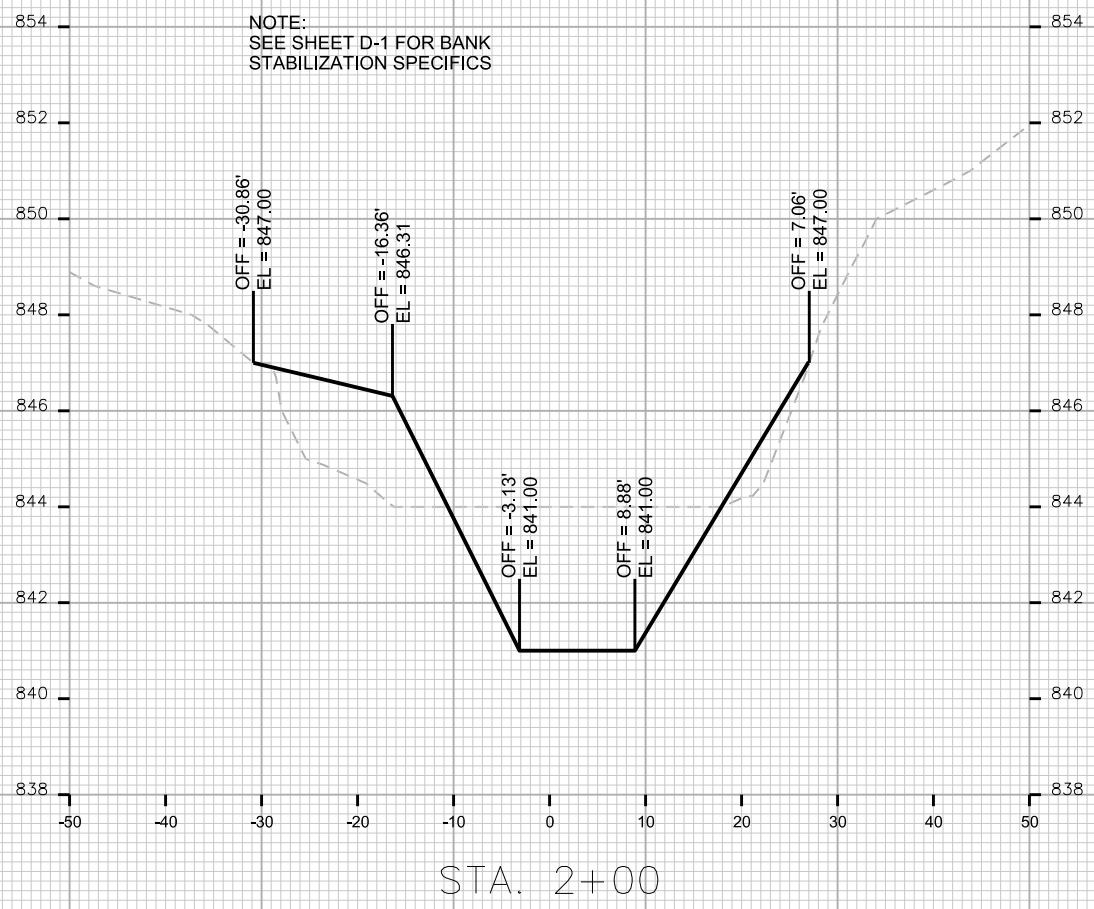


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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

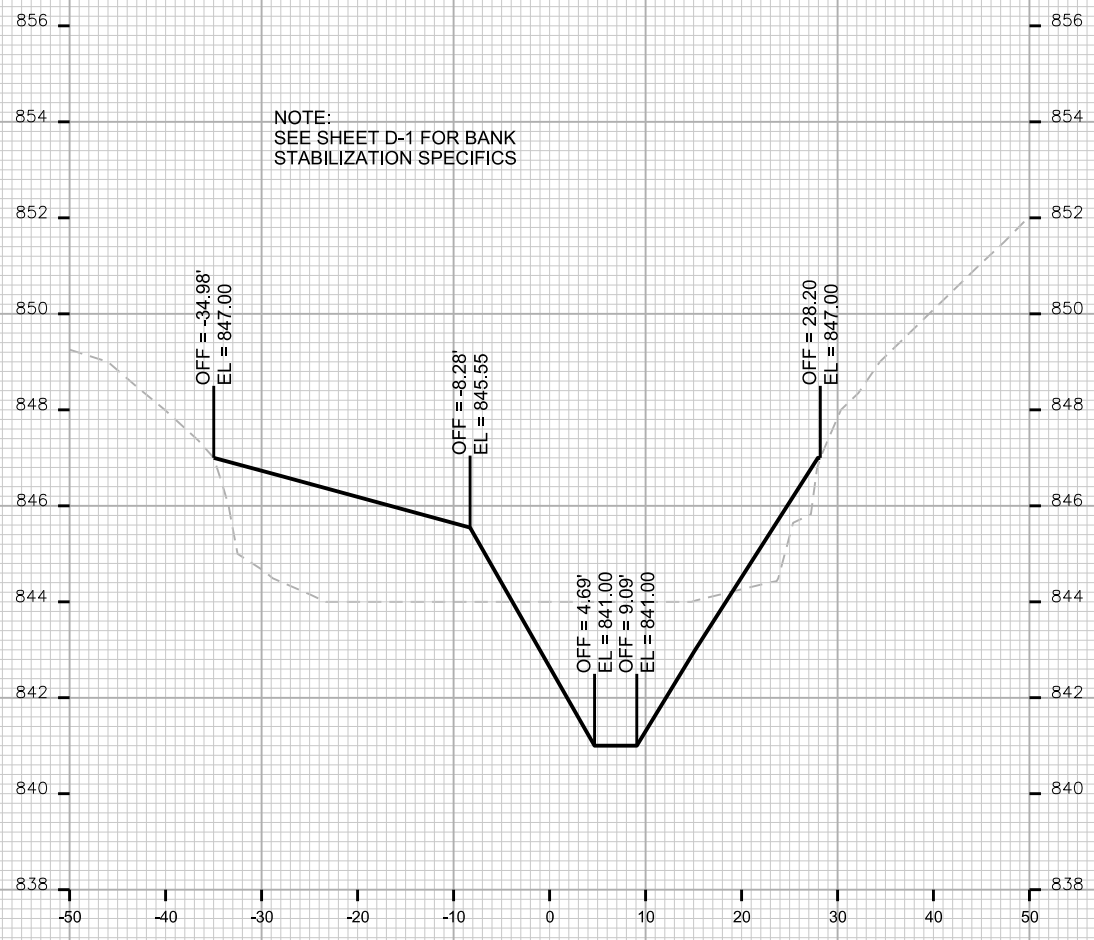


PLOT SCALE: _____

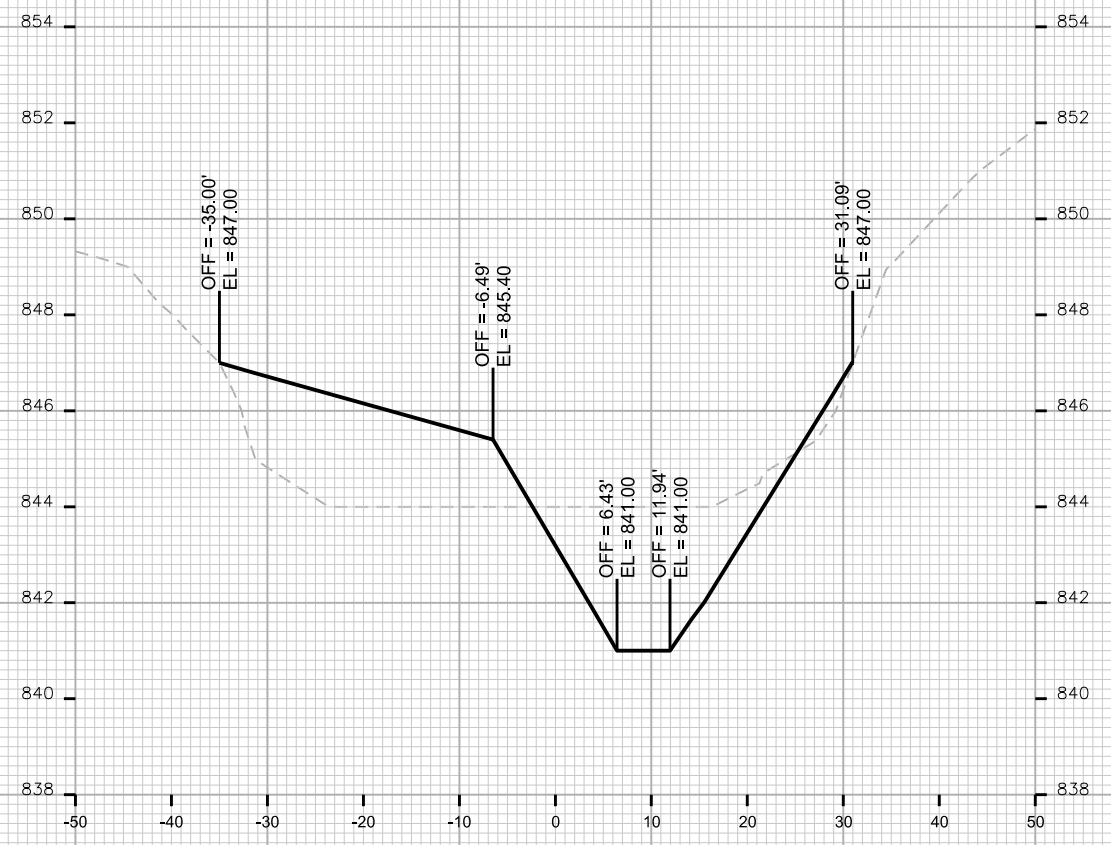
PLOT NAME: _____

REV. DATE: _____

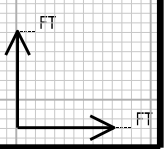
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 2+50



STA. 2+75



PLOT SCALE: _____

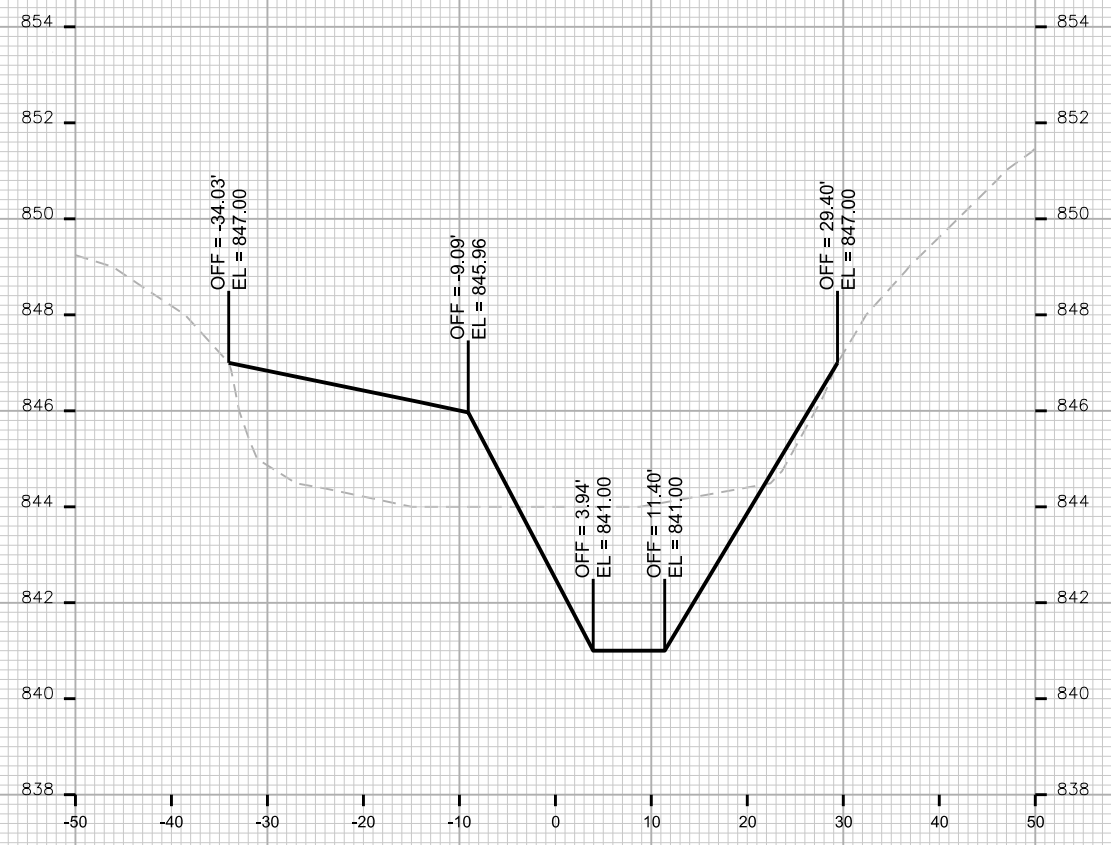
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 3+00



STA. 3+25

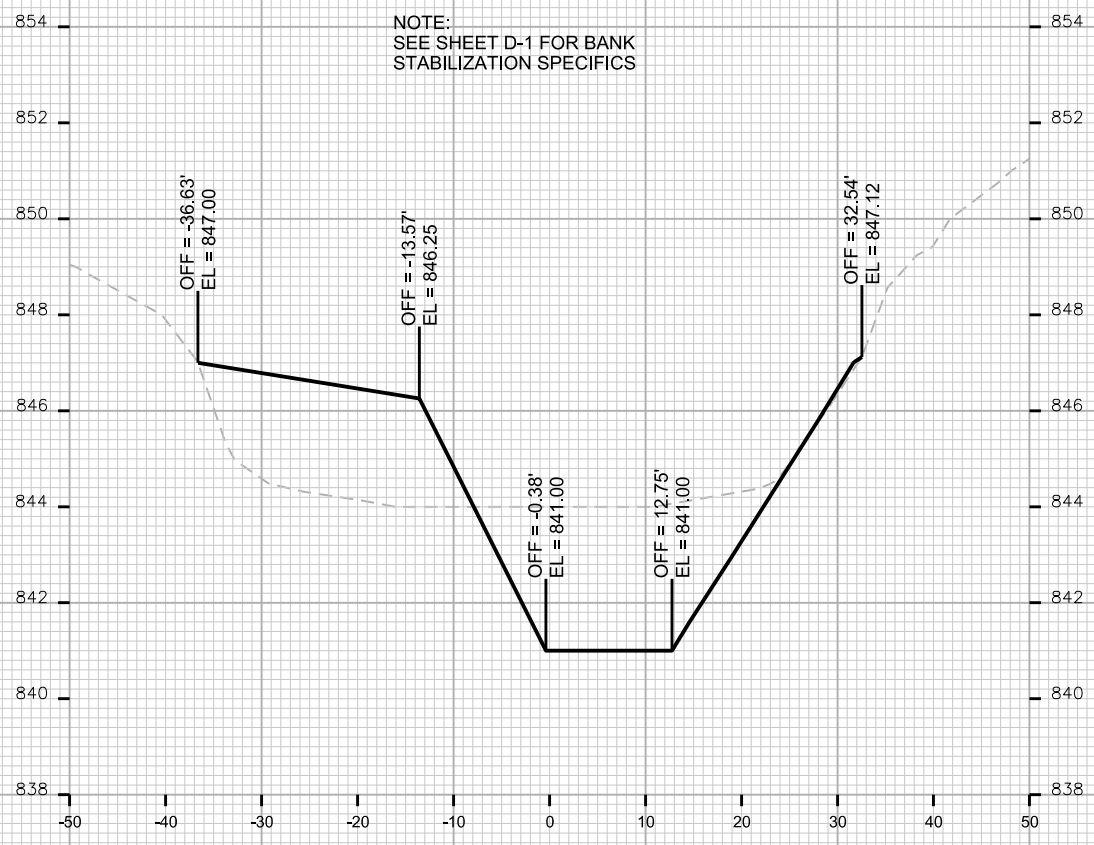


PLOT SCALE: _____

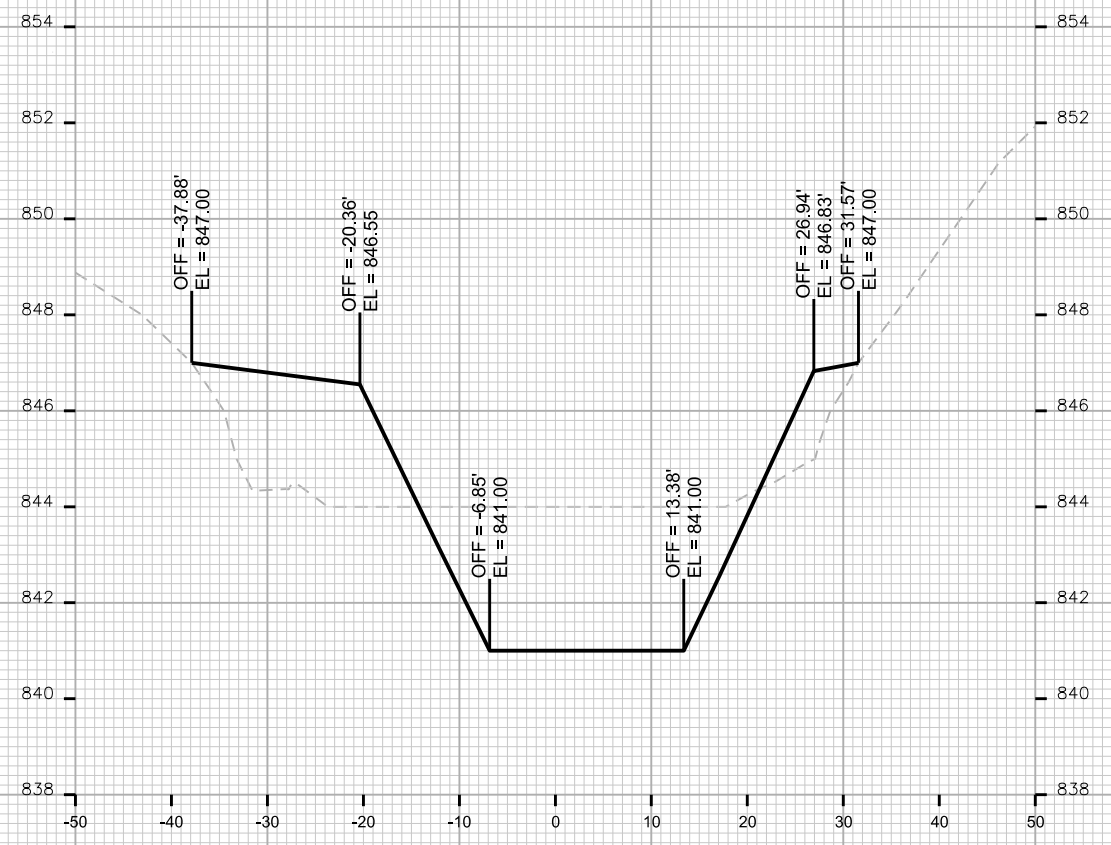
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REV. DATE: _____

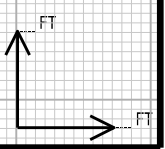
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 3+50



STA. 3+75

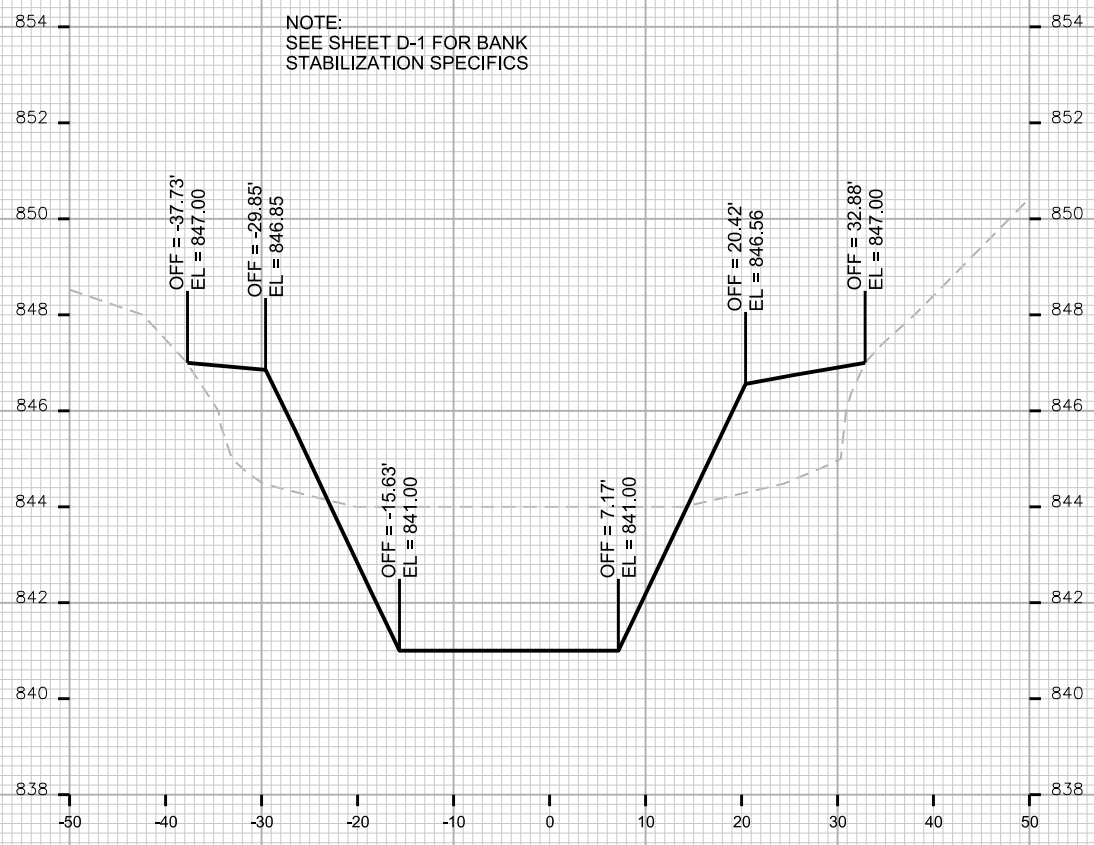


PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

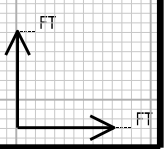
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 4+00



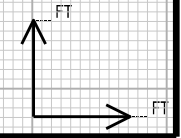
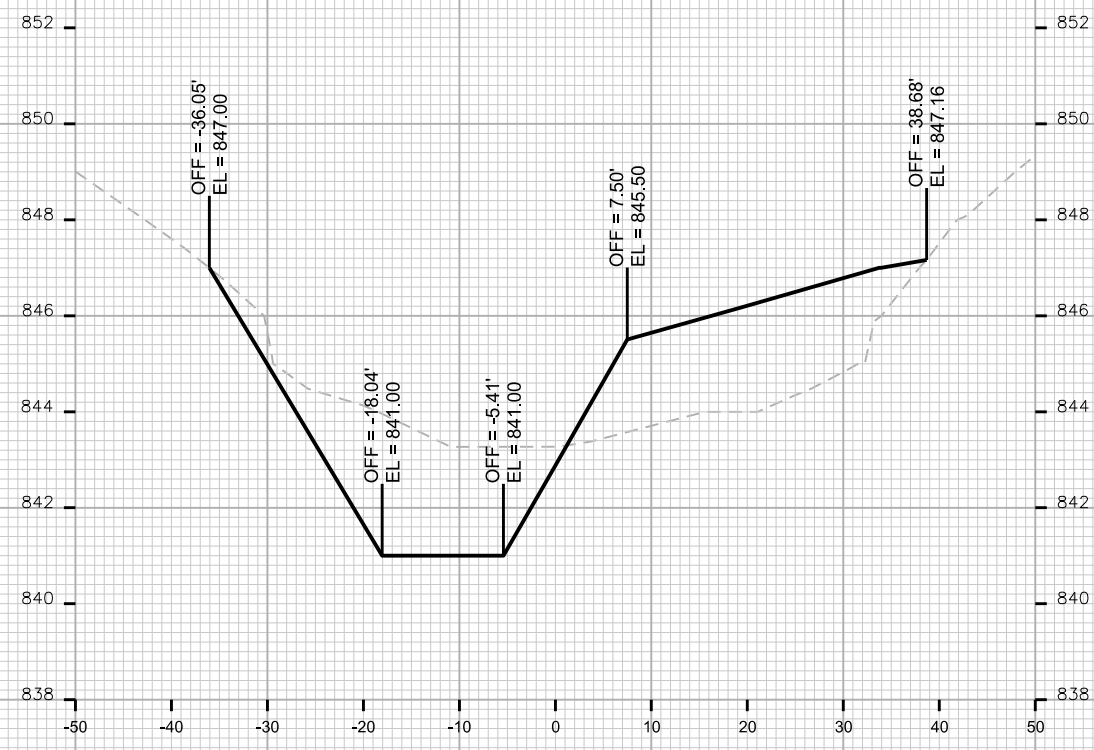
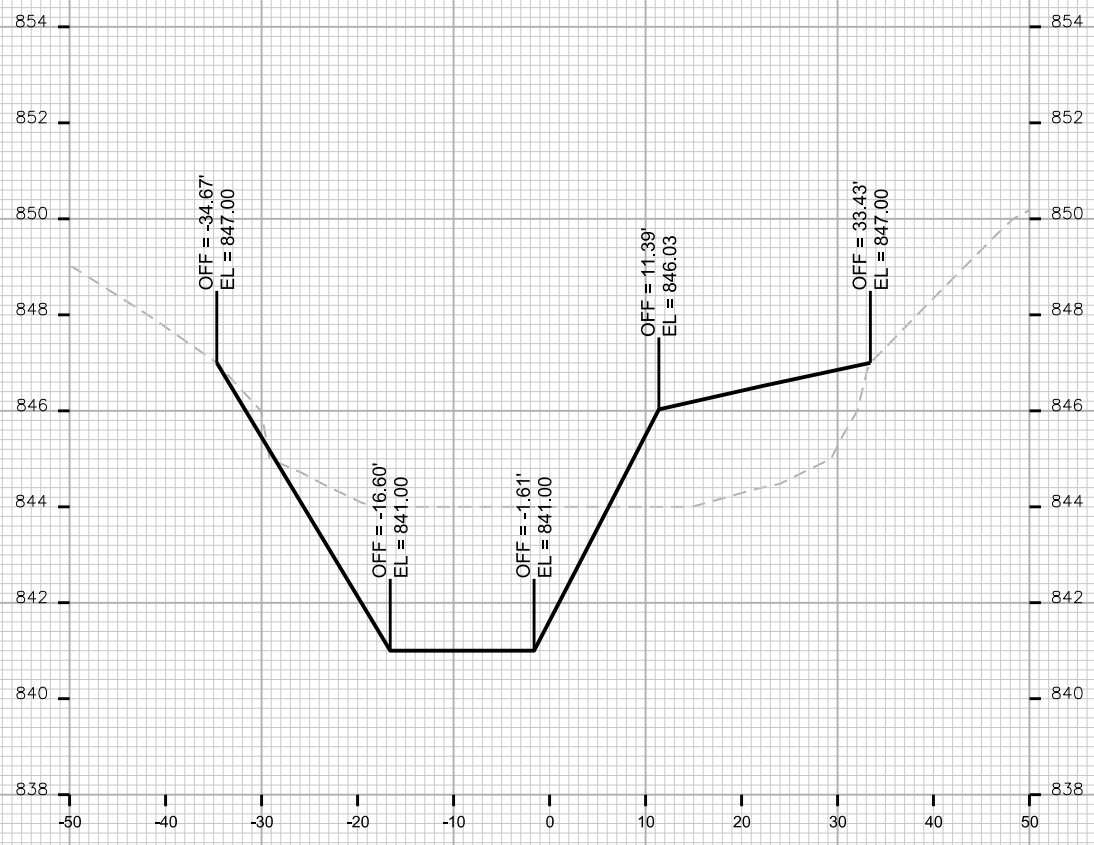
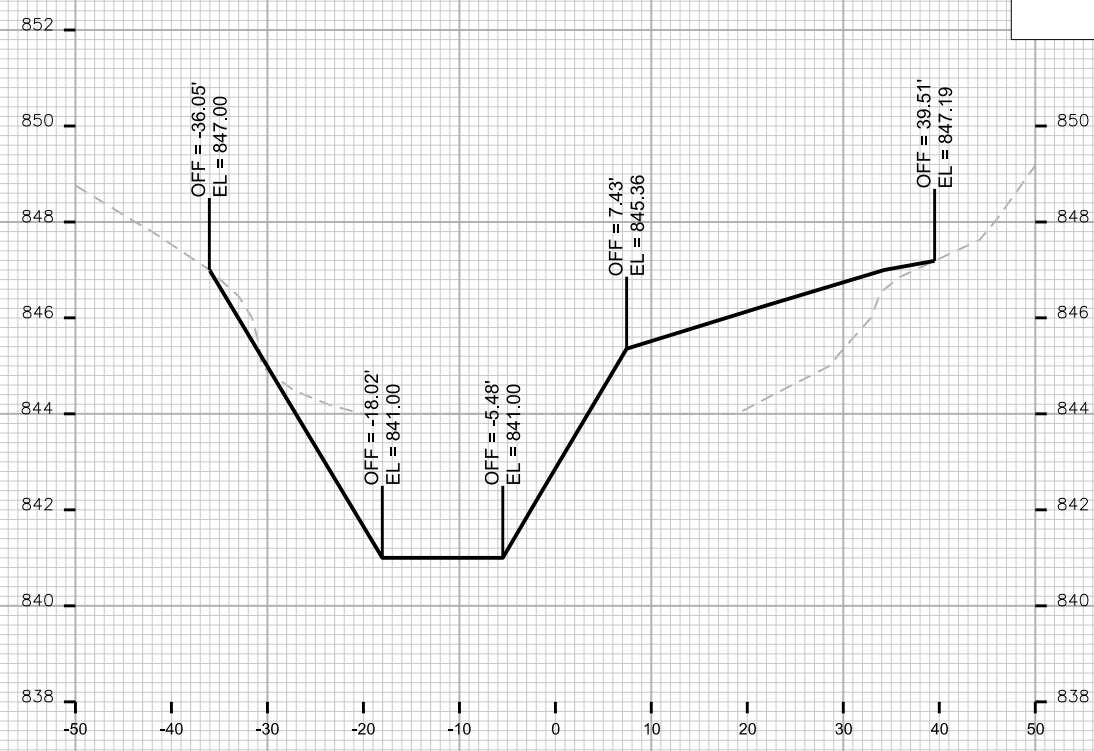
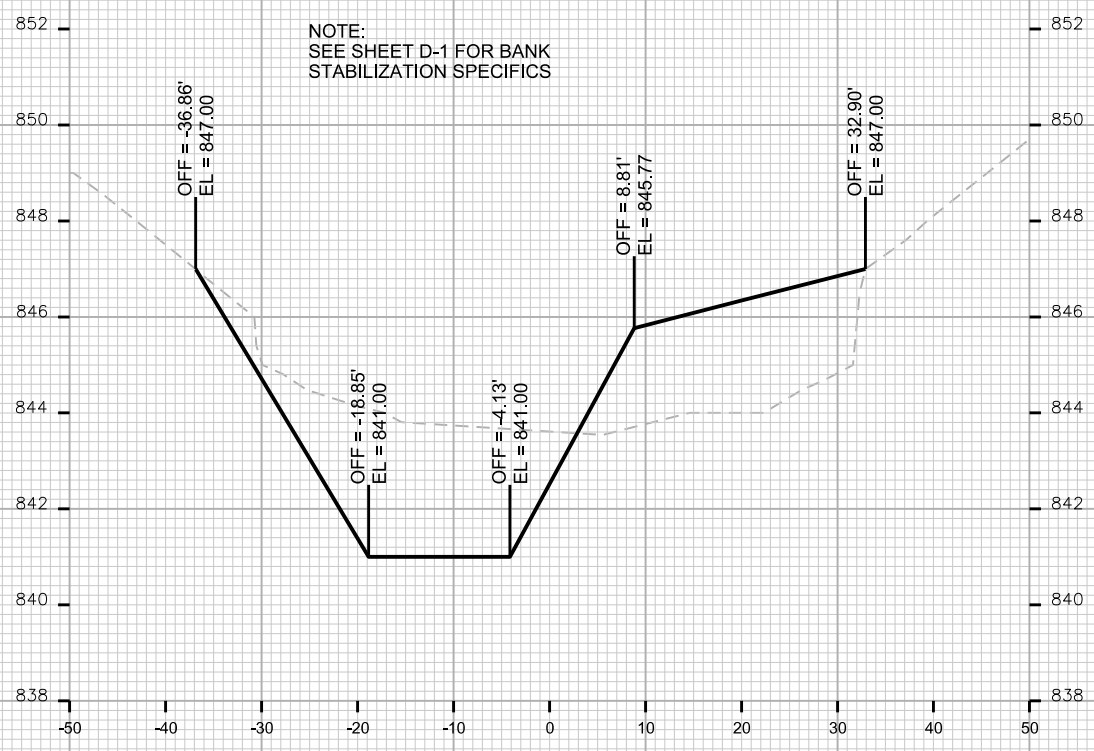
STA. 4+25



CROSS SECTIONS

CITY OF MADISON

NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS



PLOT SCALE: _____

PLOT NAME: _____

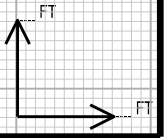
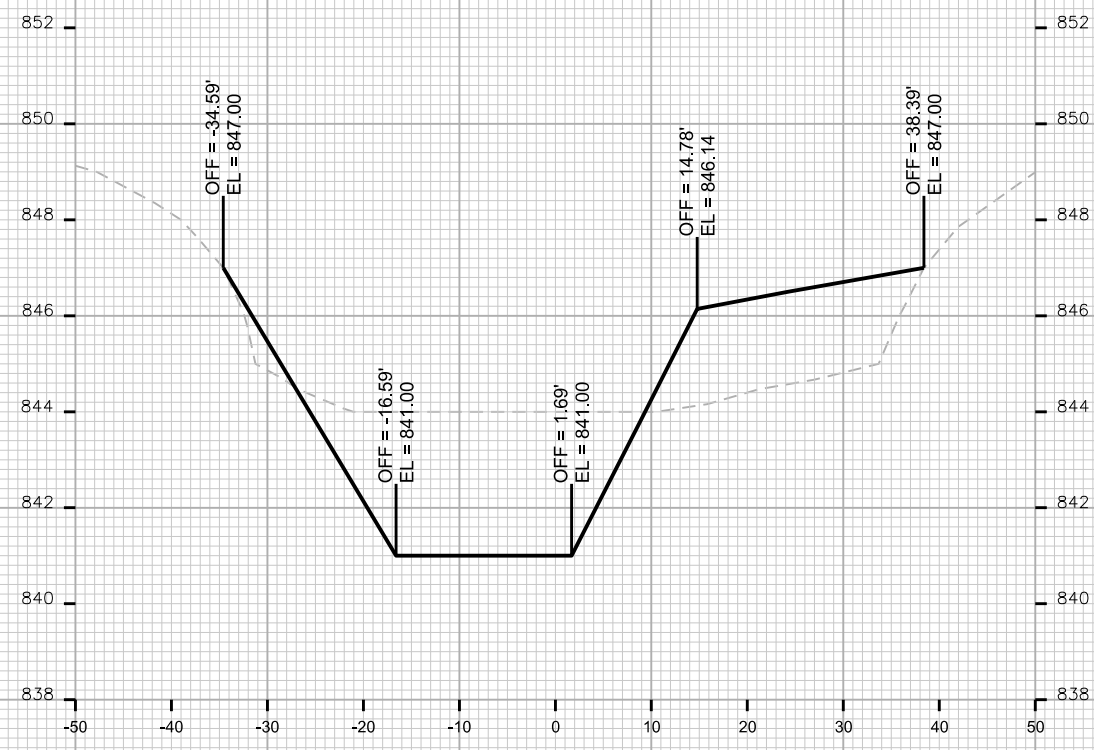
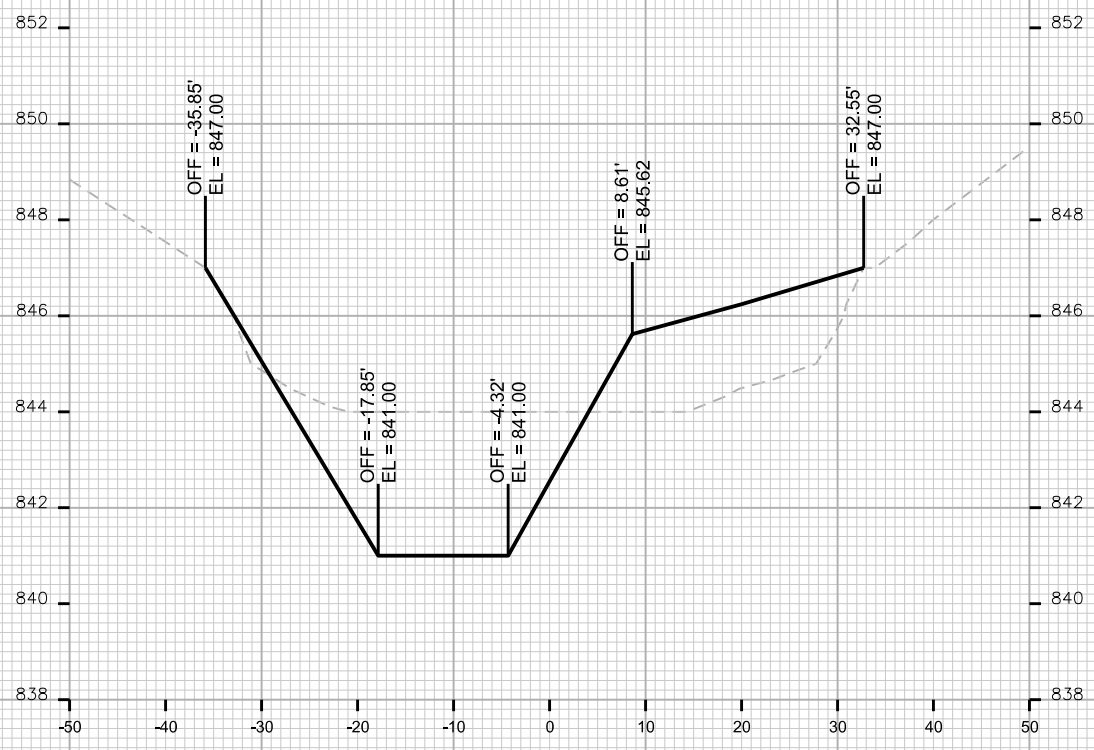
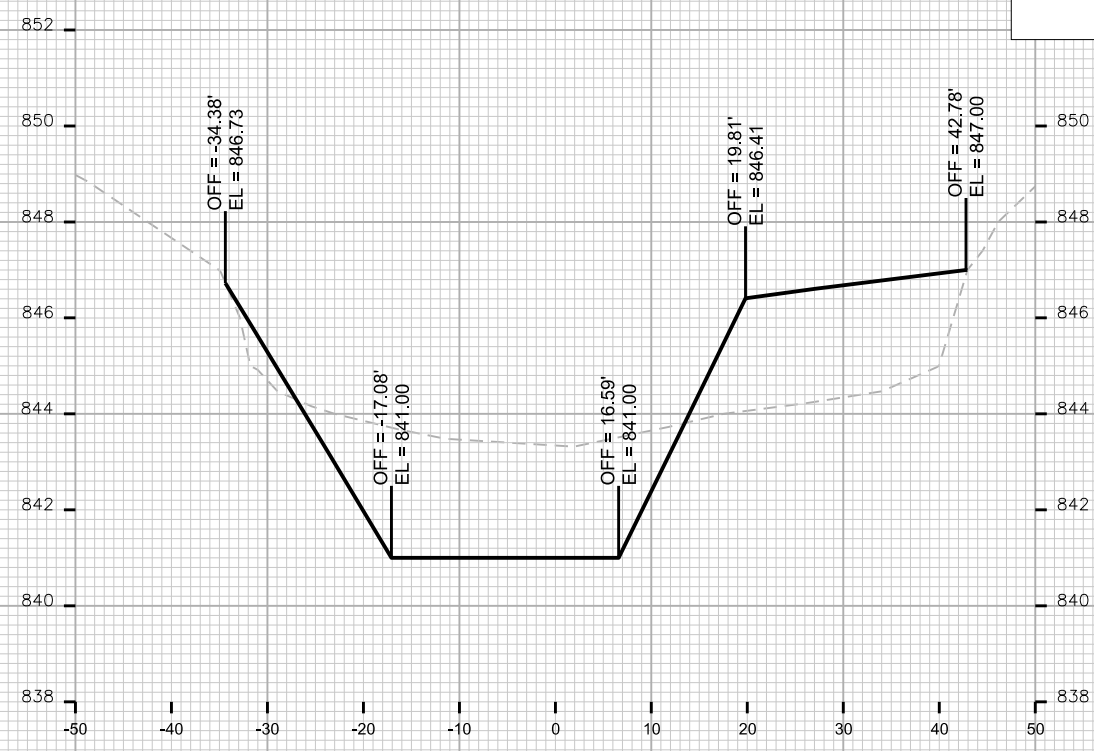
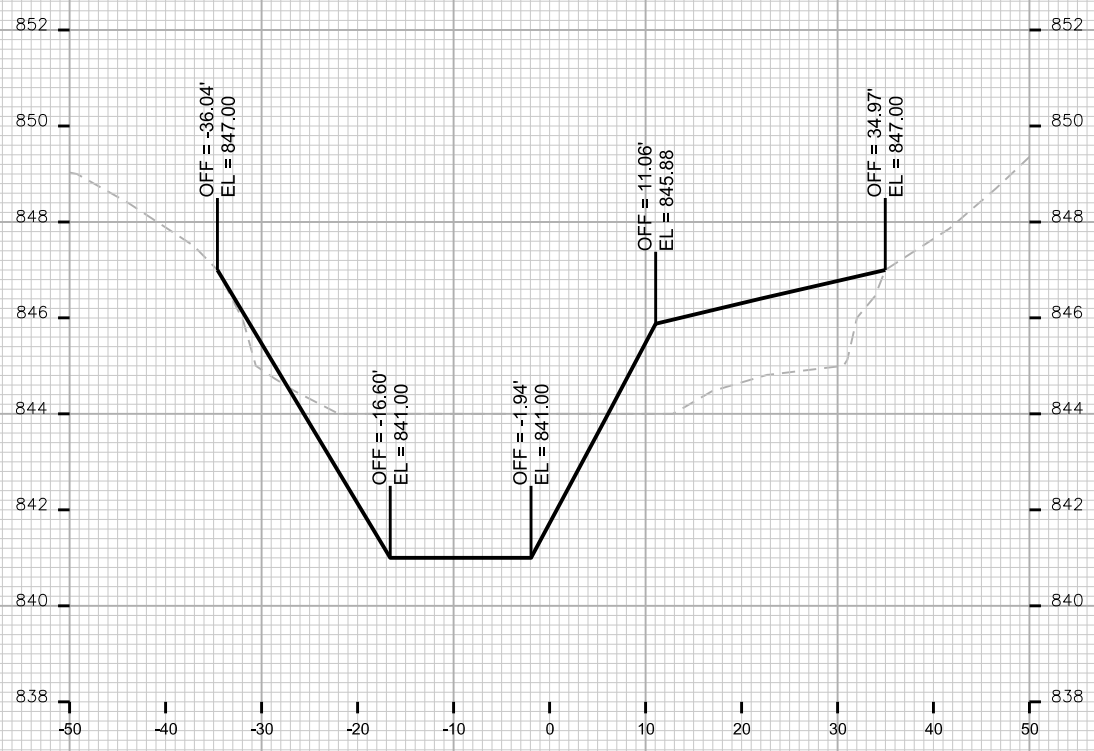
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

CITY OF MADISON

NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS



PLOT SCALE: _____
PLOT NAME: _____

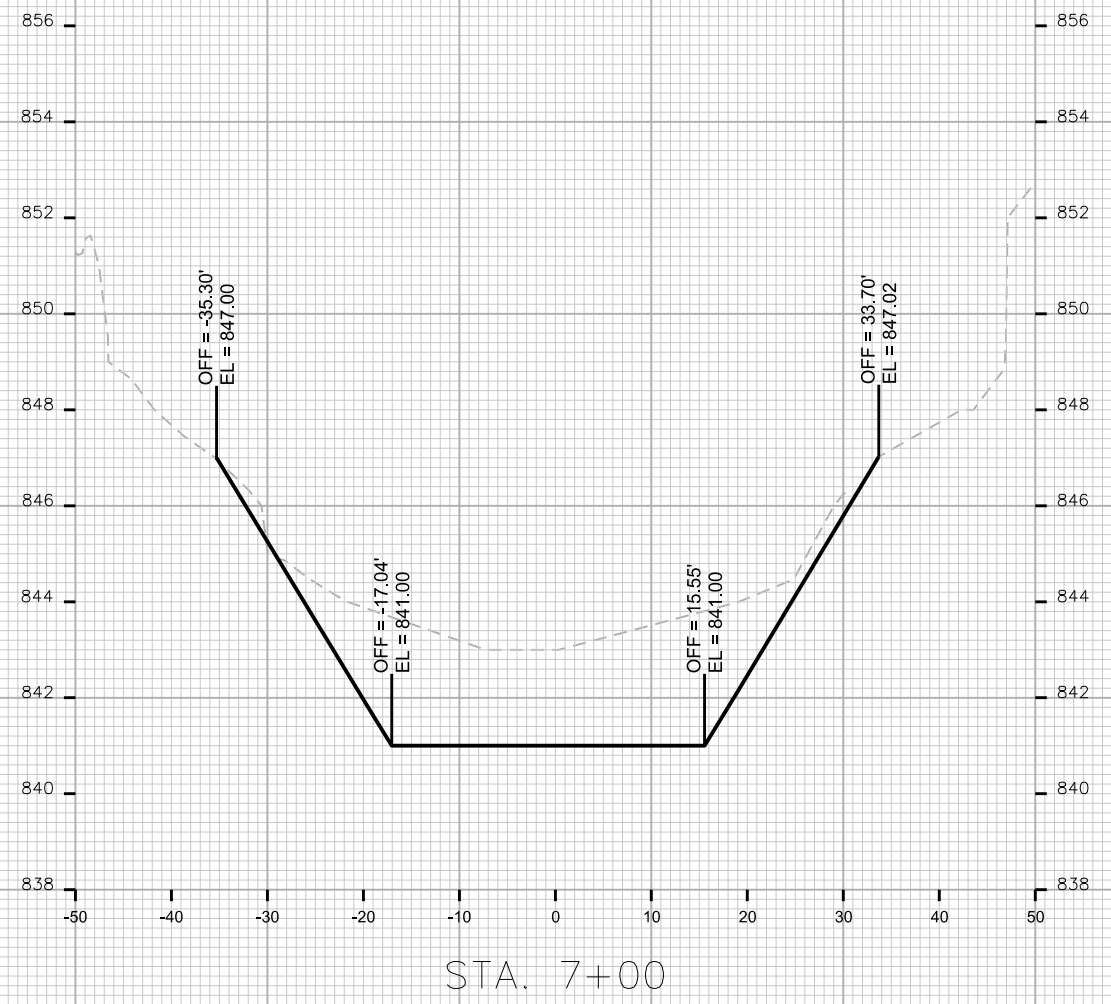
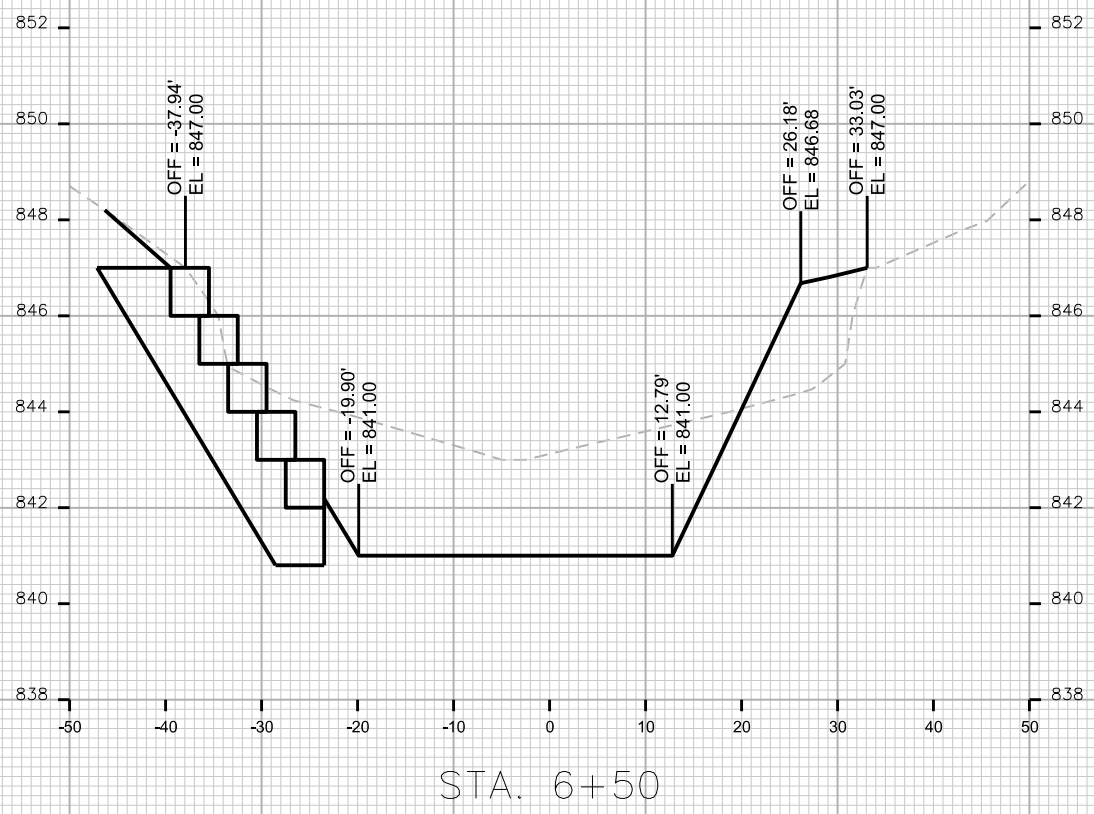
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

CITY OF MADISON

NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

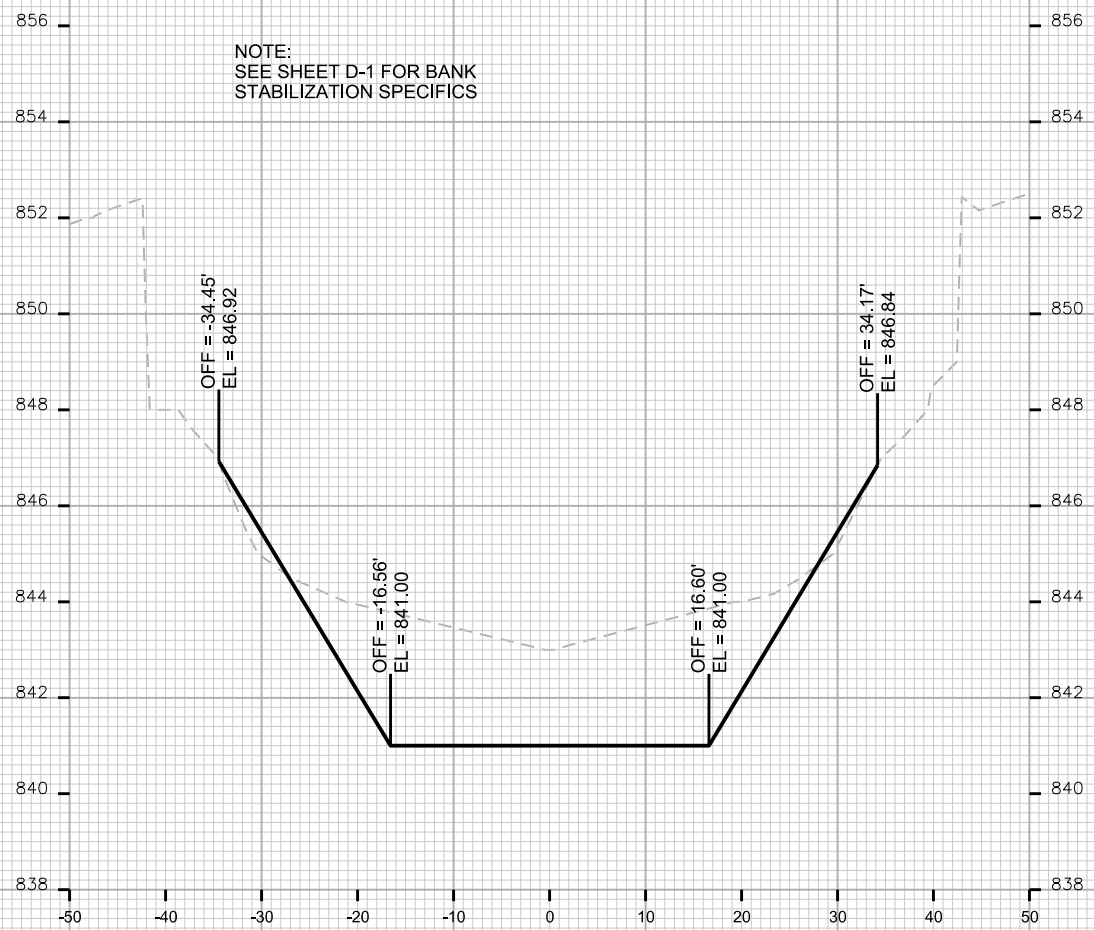
CITY OF MADISON

PLOT SCALE: _____

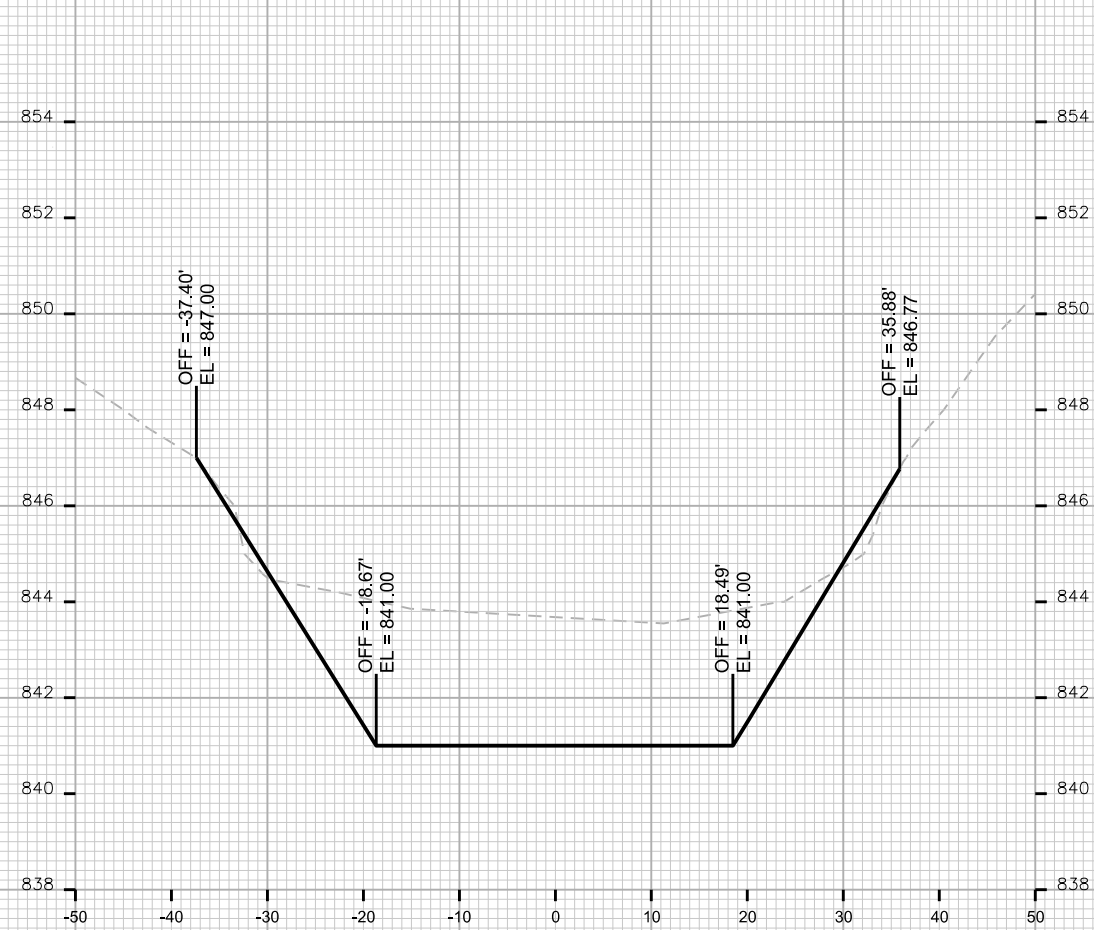
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 7+25



STA. 7+50

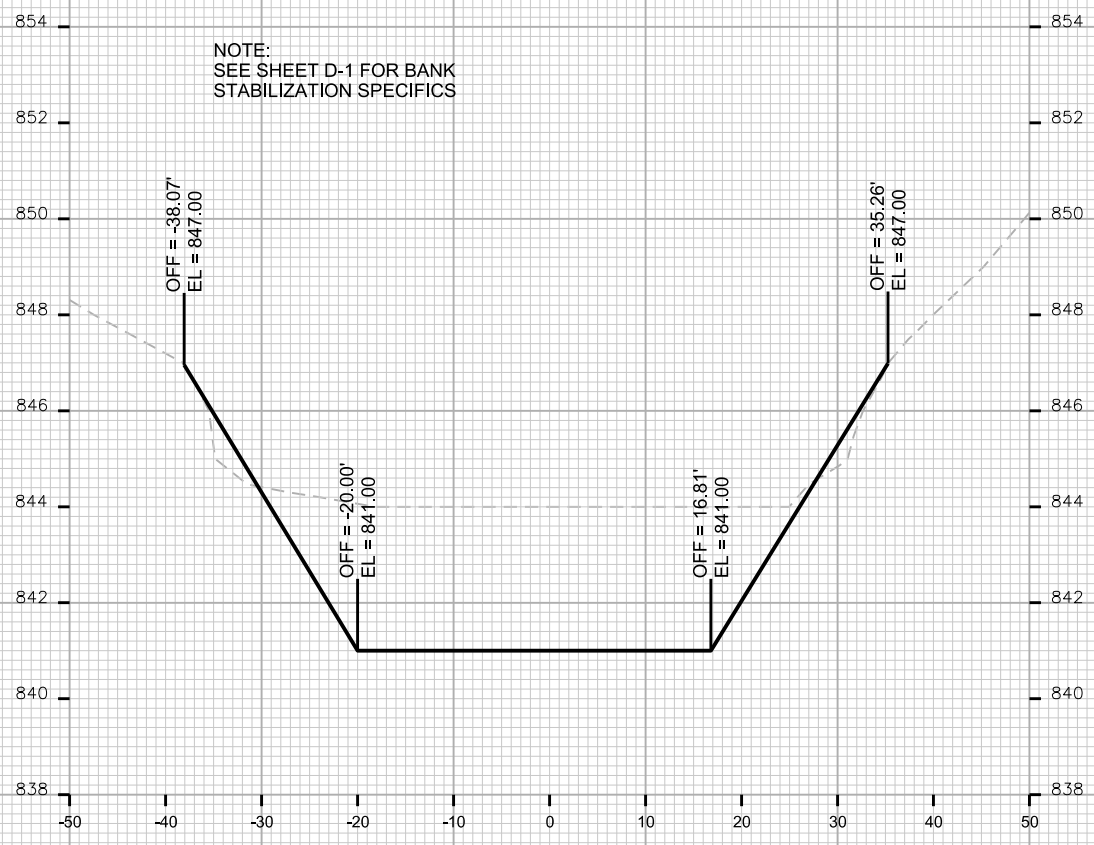


PLOT SCALE: _____

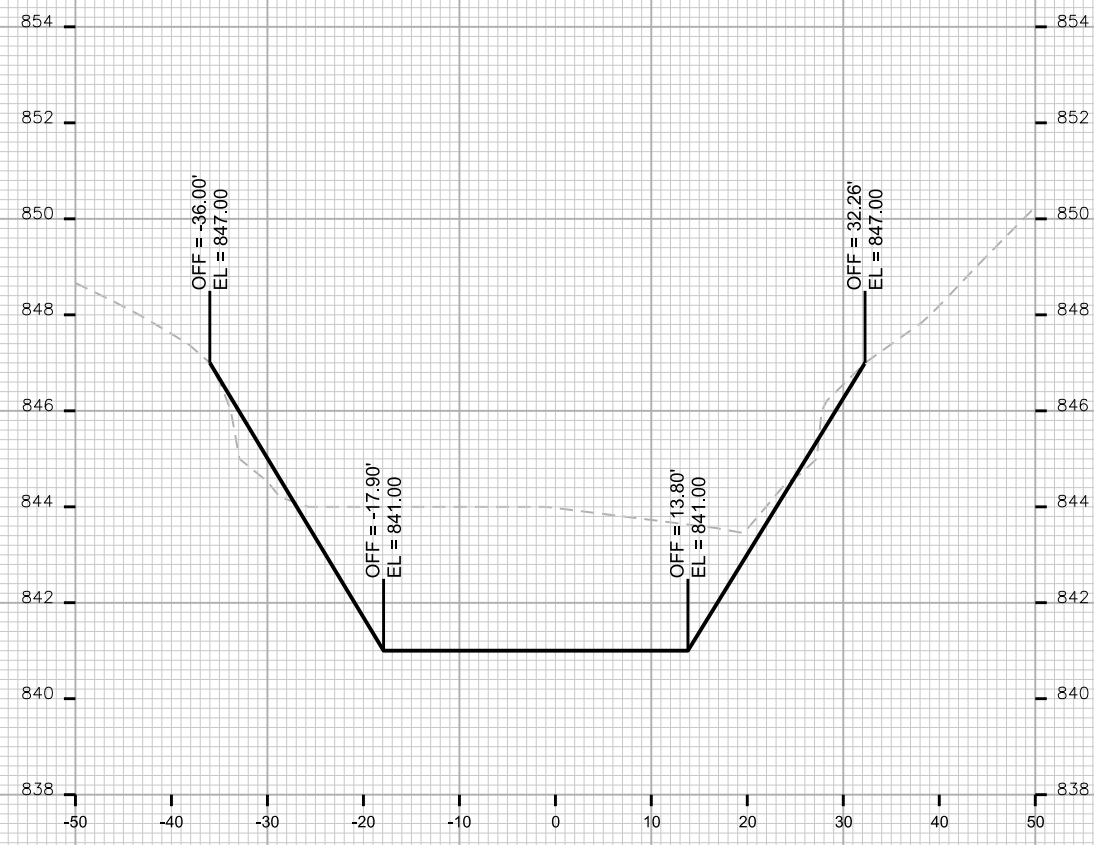
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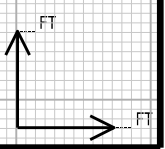
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 7+75



STA. 8+00



CROSS SECTIONS

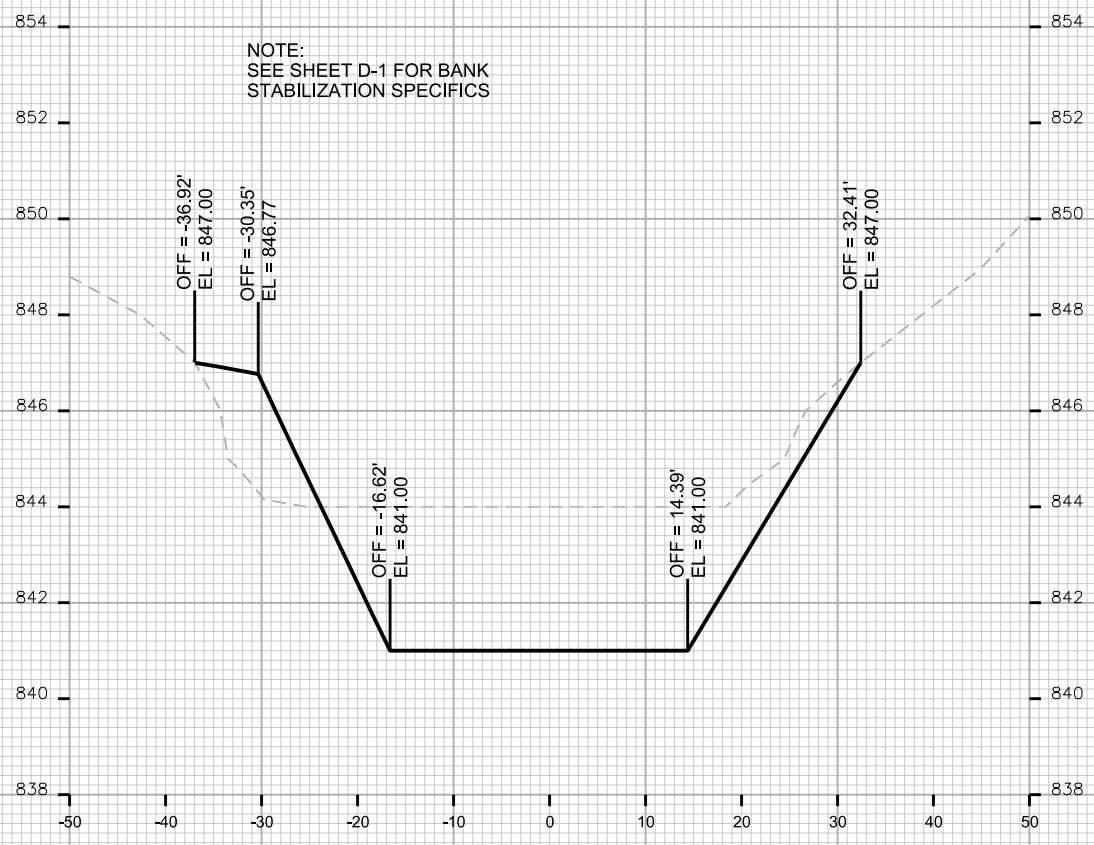
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

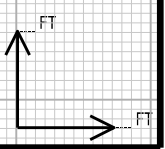
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 8+25



STA. 8+50

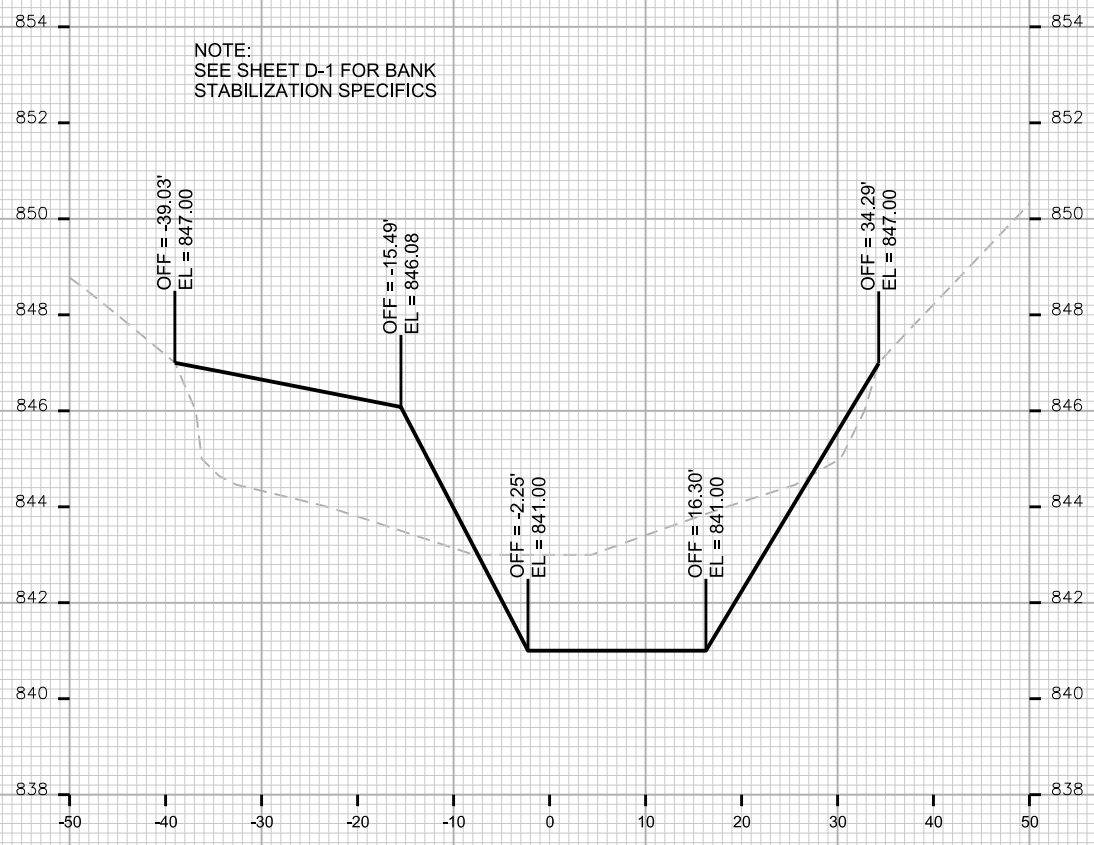


PLOT SCALE: _____

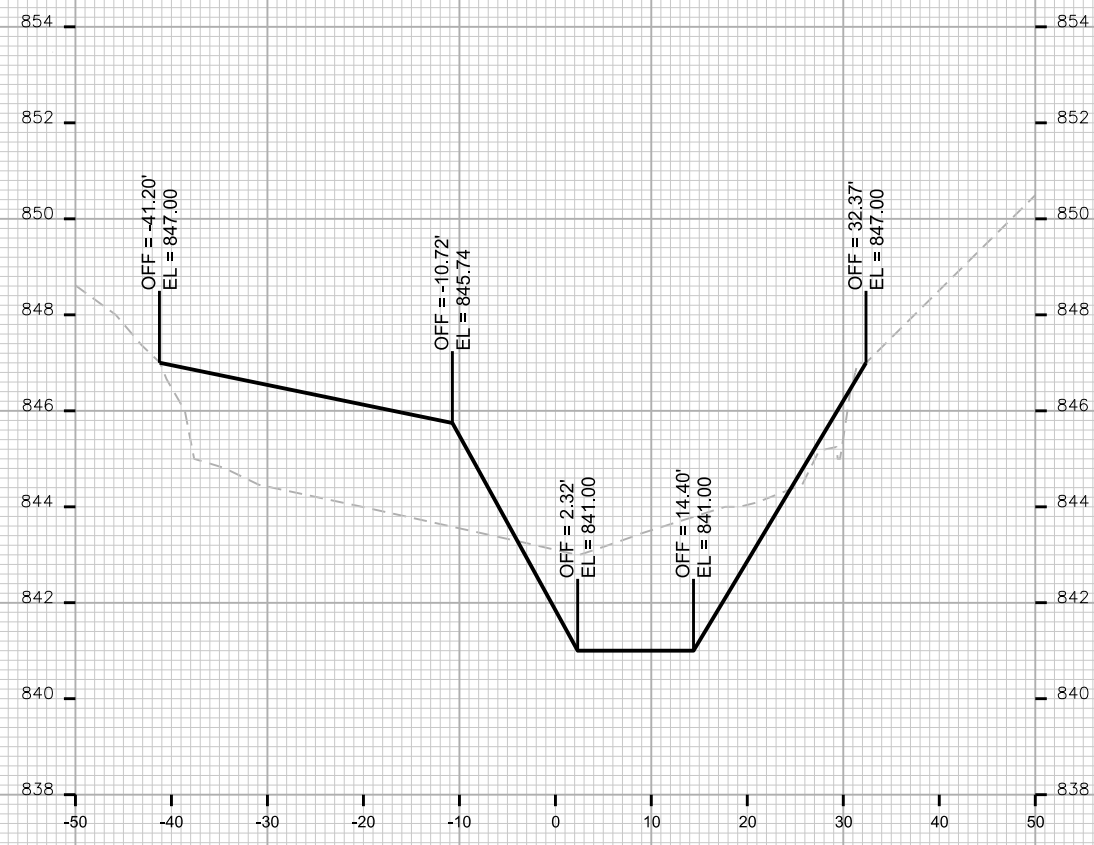
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REV. DATE: _____

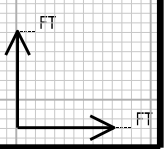
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 8+75



STA. 9+00

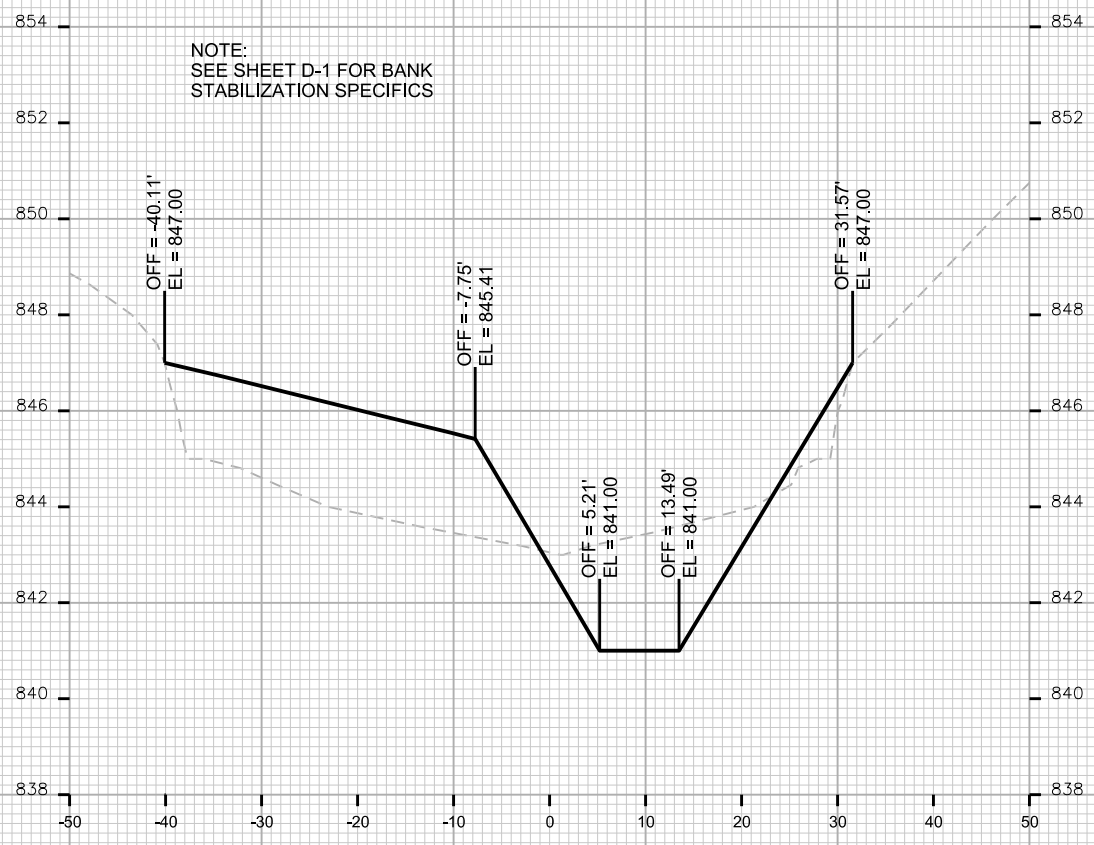


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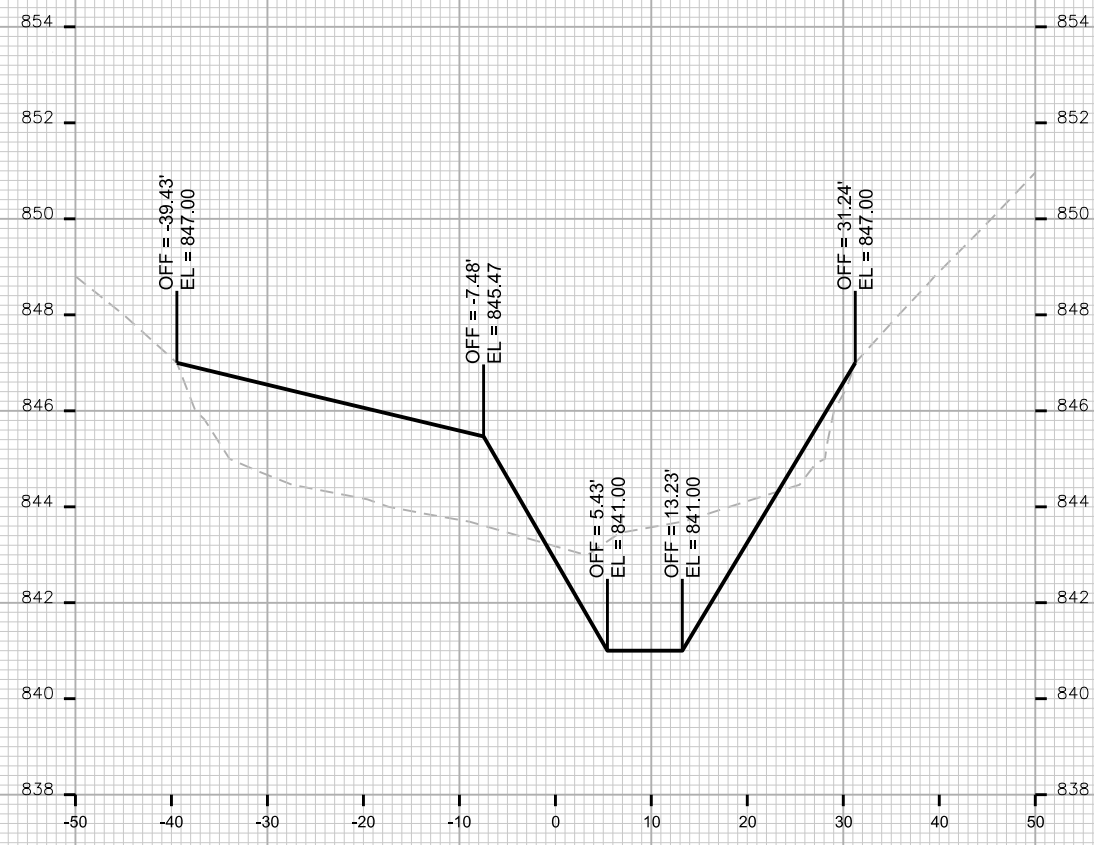
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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 9+25



STA. 9+50

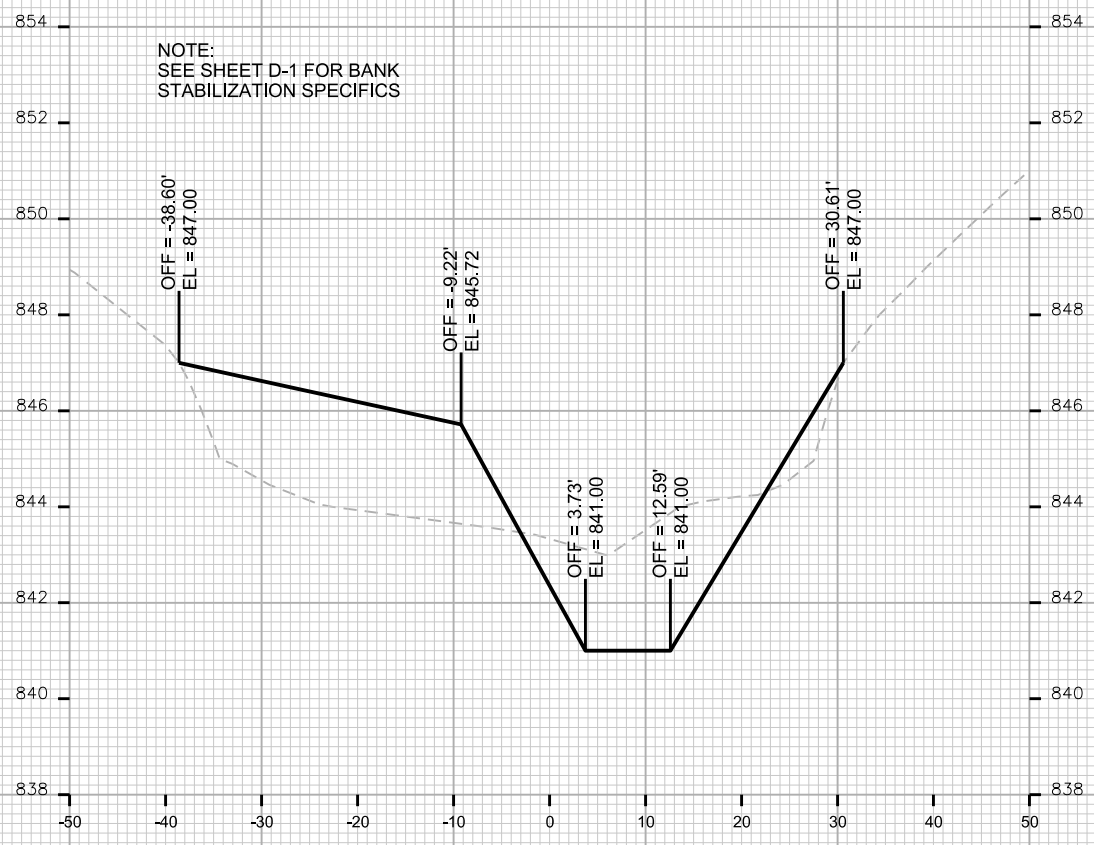


PLOT SCALE: _____

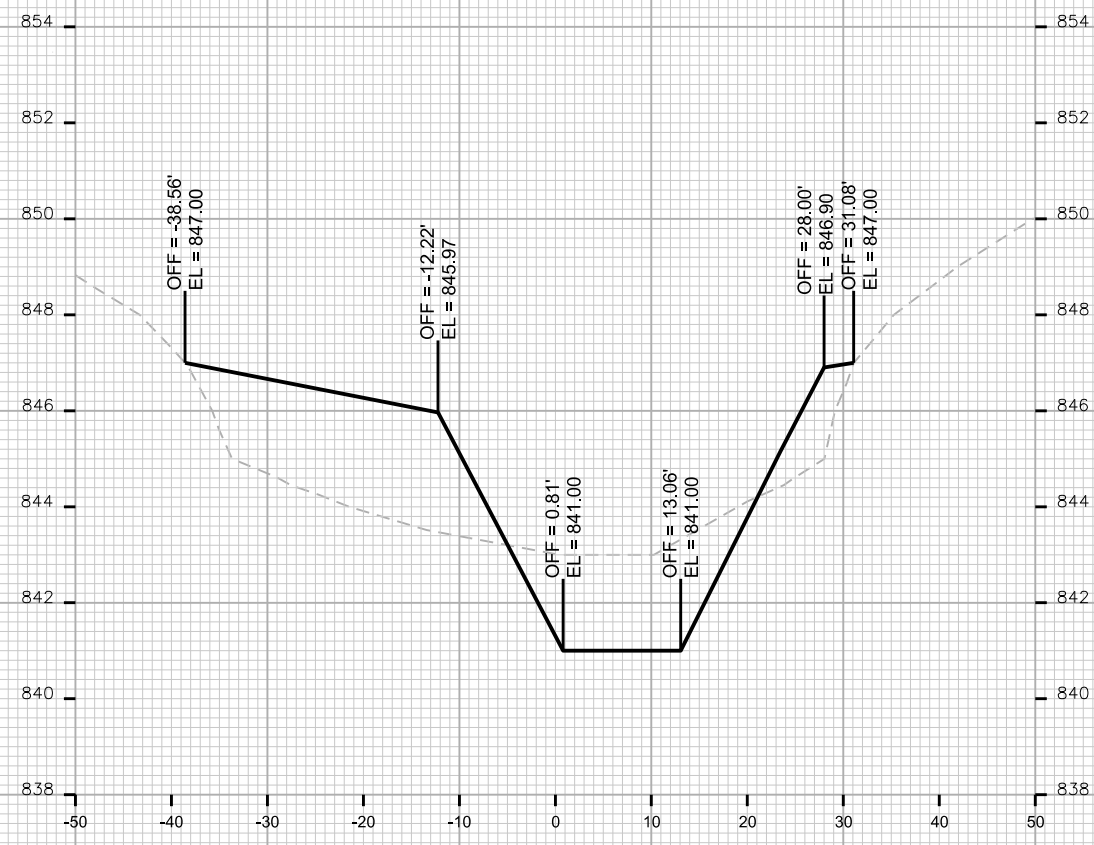
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REV. DATE: _____

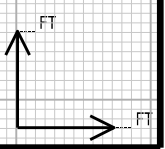
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 9+75



STA. 10+00



CROSS SECTIONS

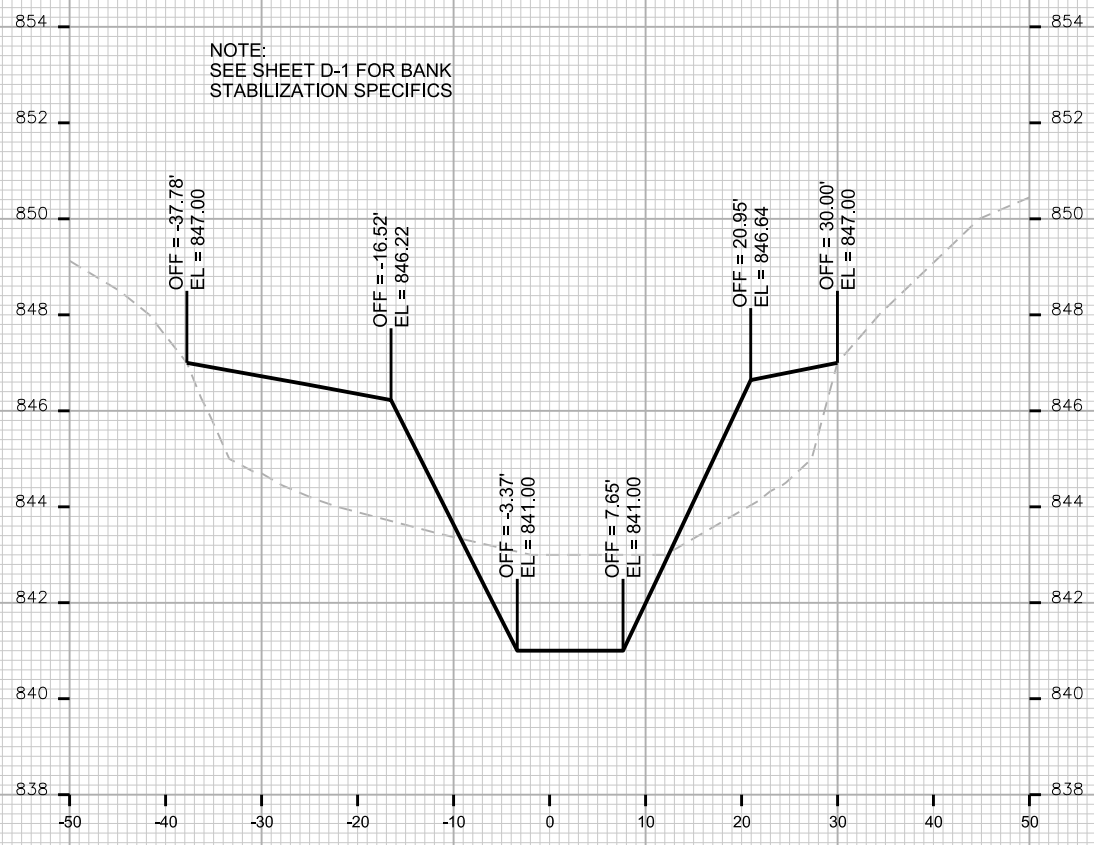
CITY OF MADISON

PLOT SCALE: _____

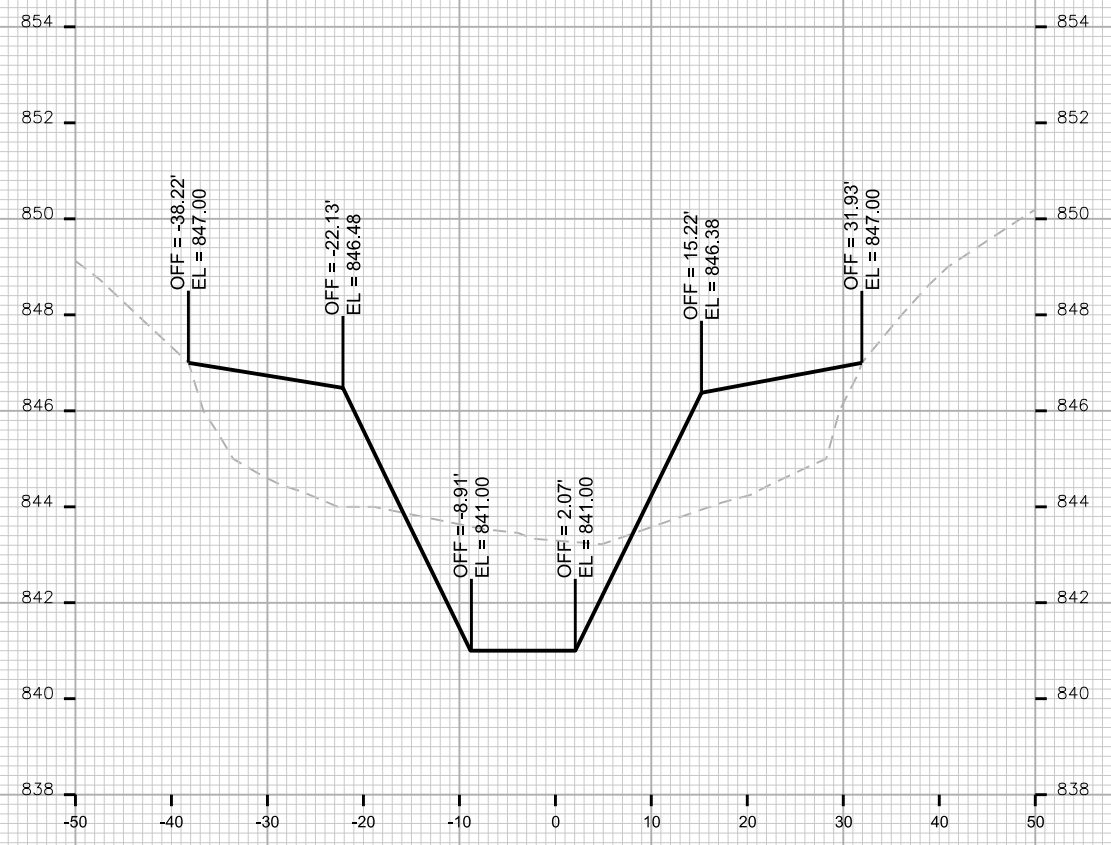
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 10+25



STA. 10+50

NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS



CROSS SECTIONS

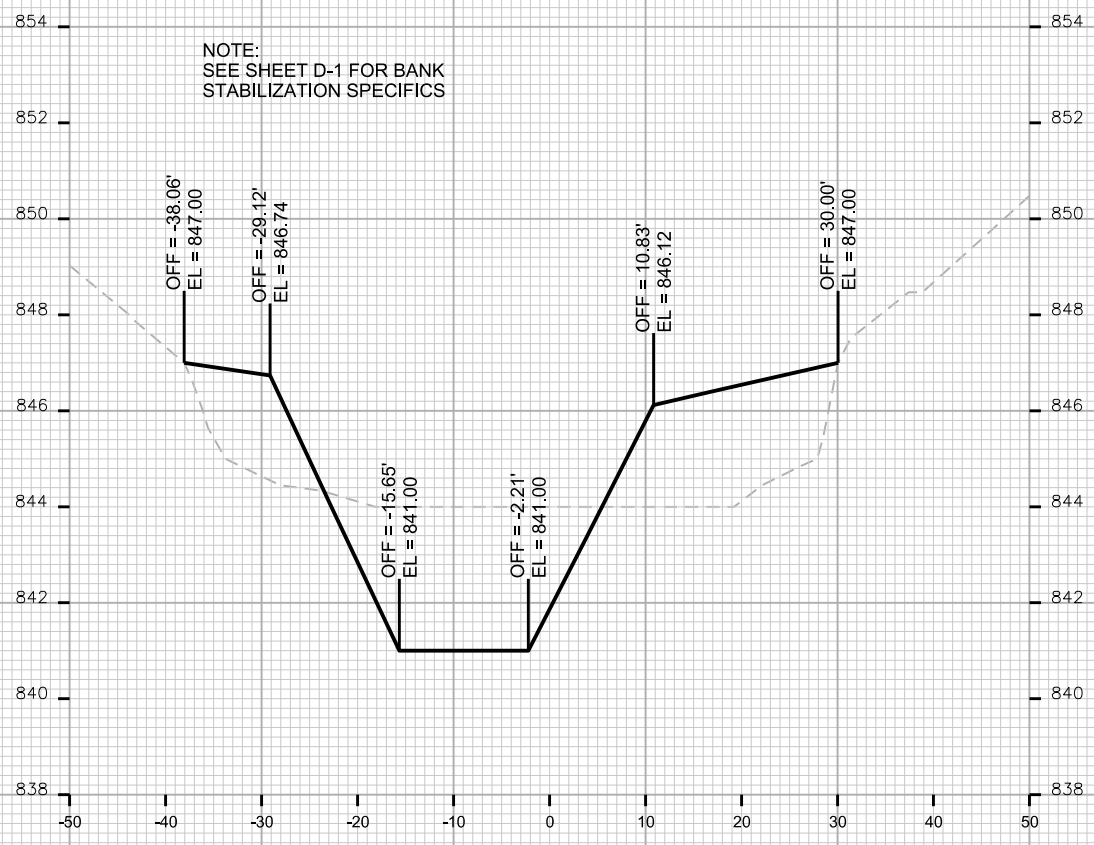
CITY OF MADISON

PLOT SCALE: _____

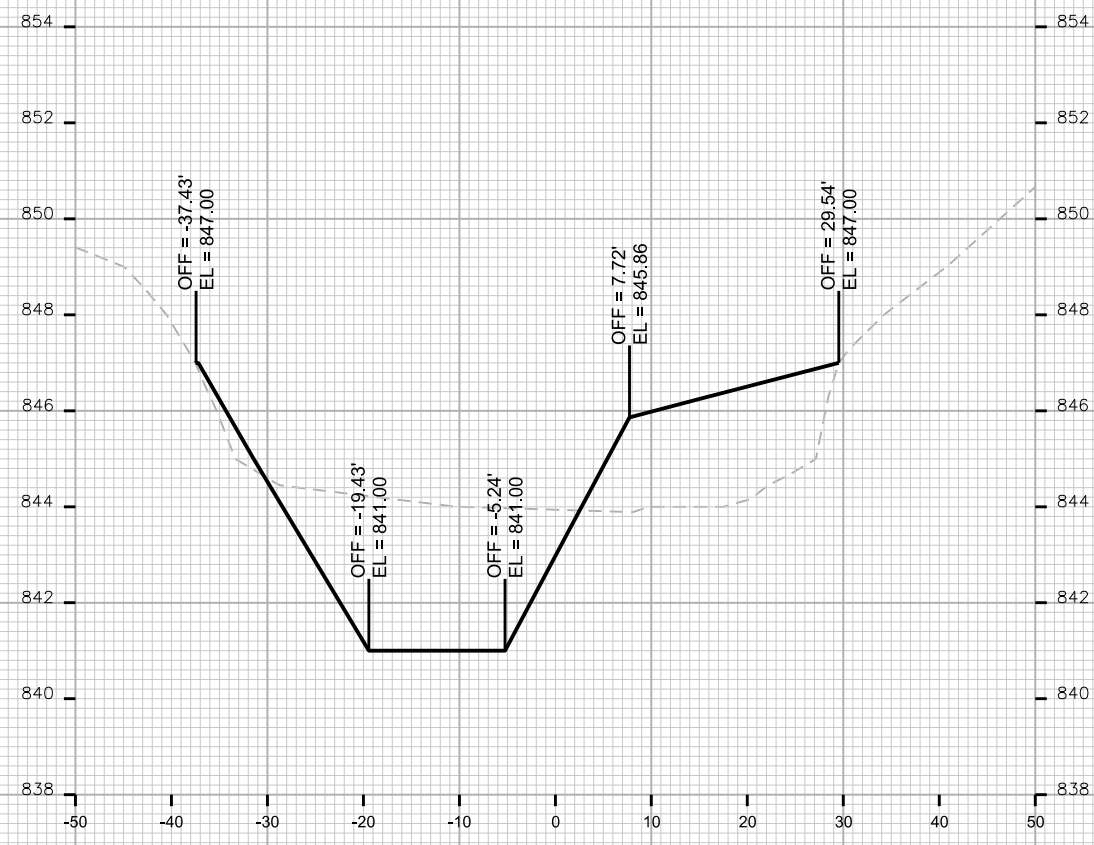
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REV. DATE: _____

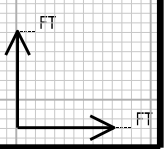
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 10+75



STA. 11+00



CROSS SECTIONS

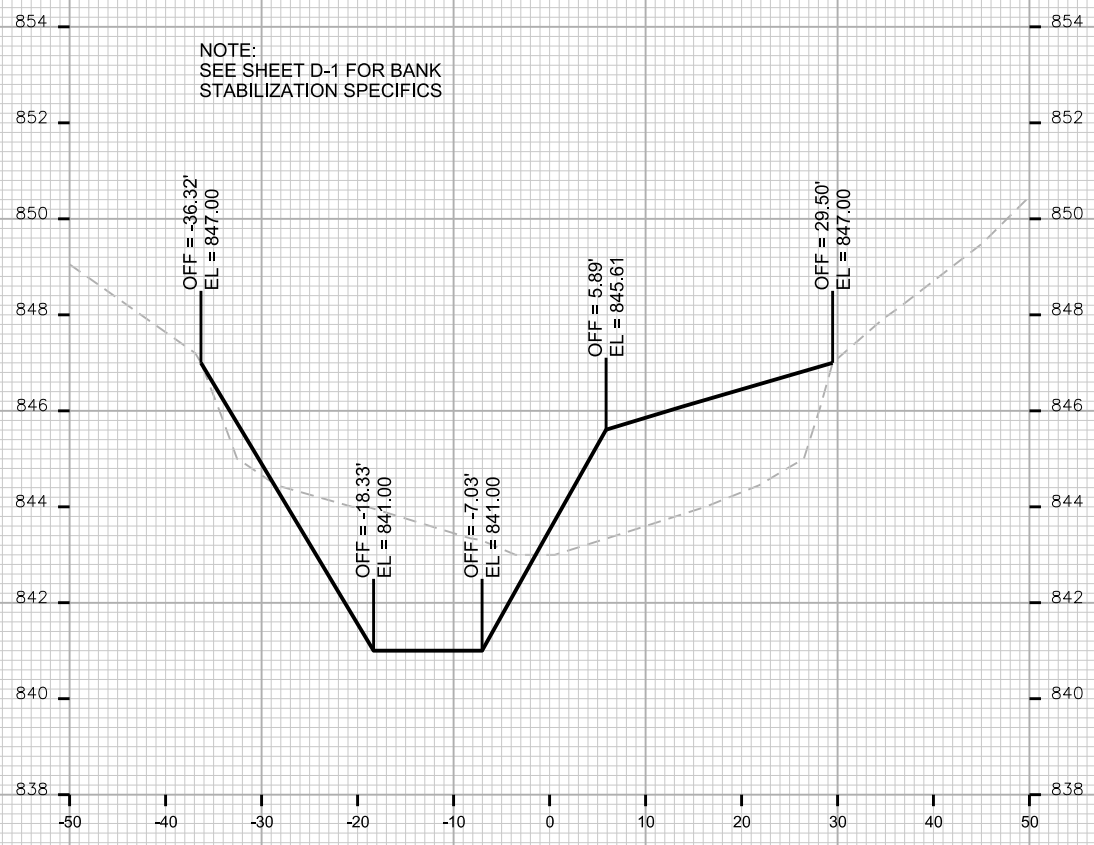
CITY OF MADISON

PLOT SCALE: _____

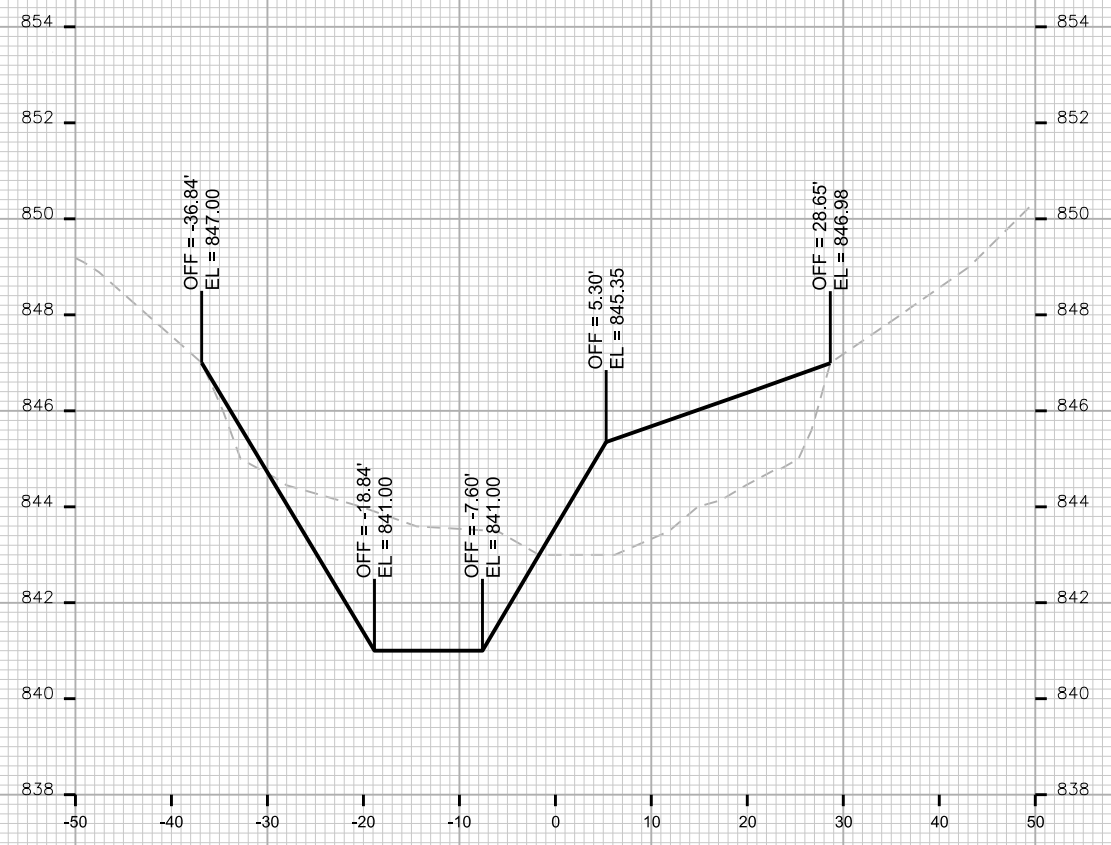
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 11+25



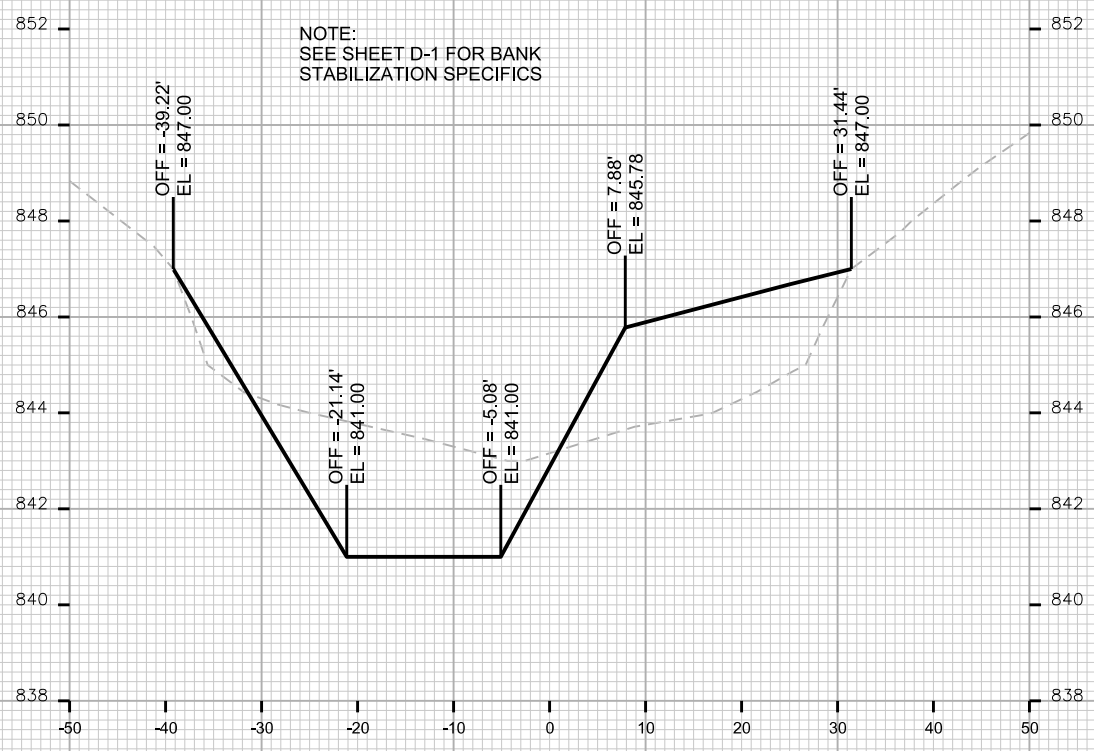
STA. 11+50



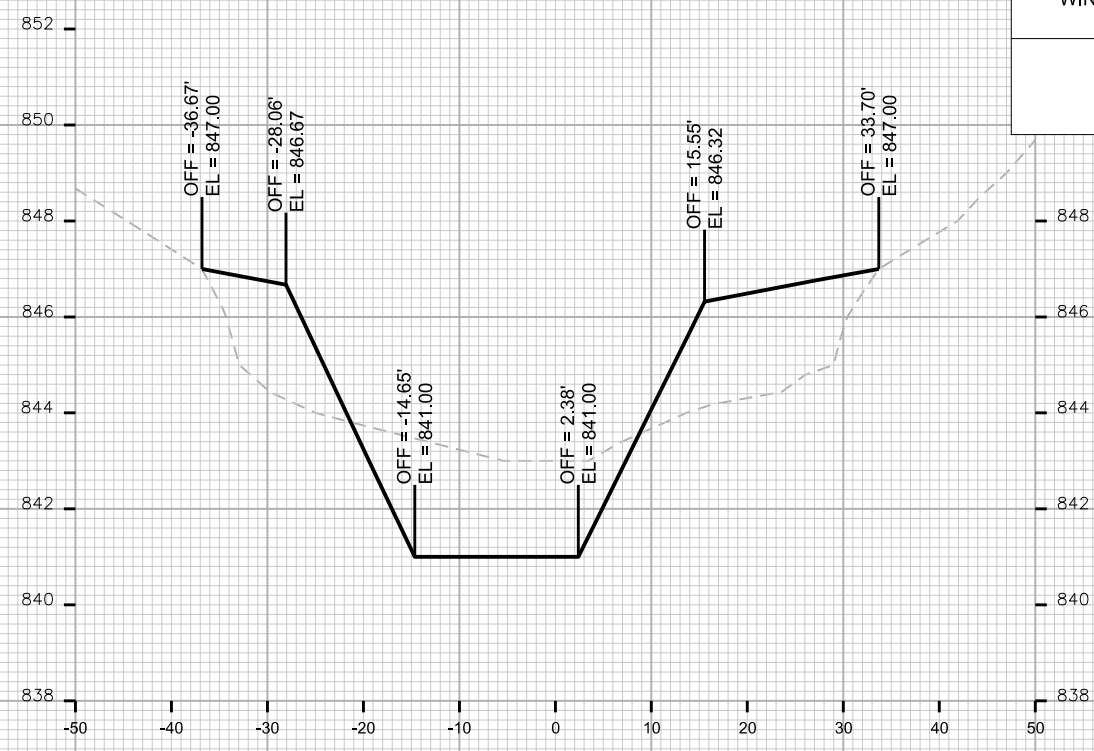
CROSS SECTIONS

CITY OF MADISON

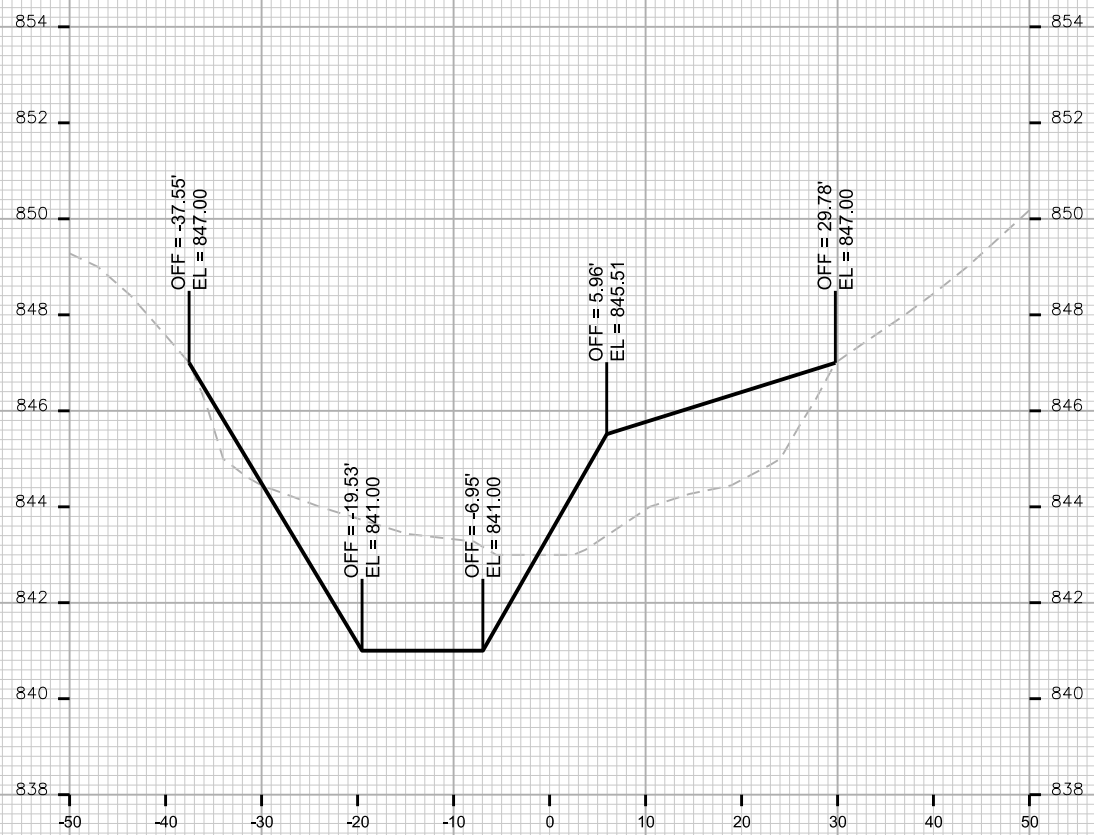
NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS



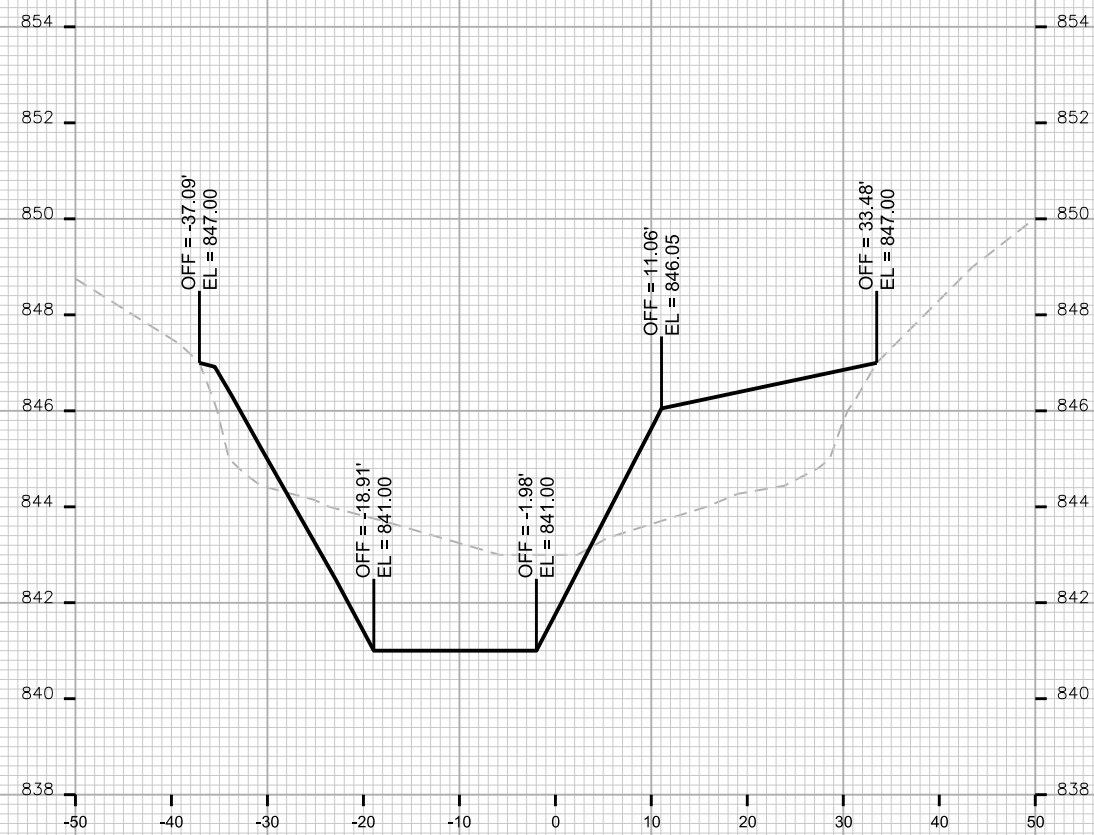
STA. 12+00



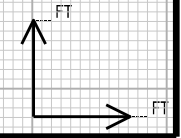
STA. 12+50



STA. 11+75



STA. 12+25



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

CITY OF MADISON

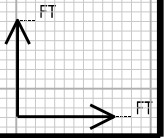
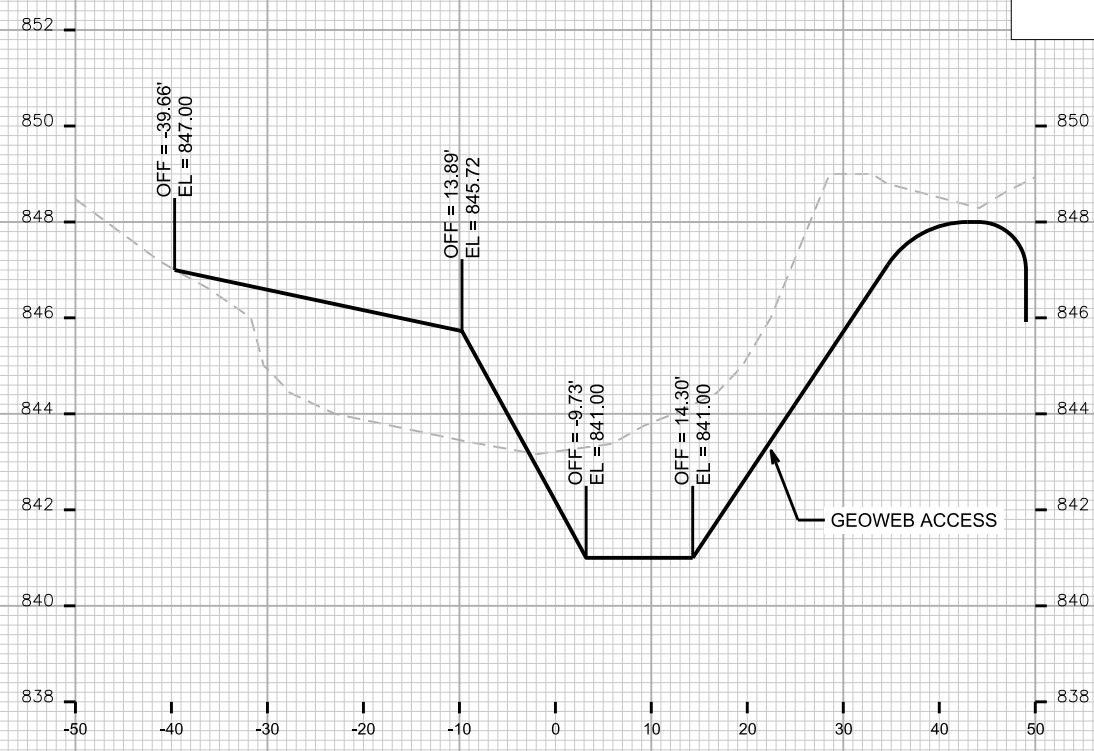
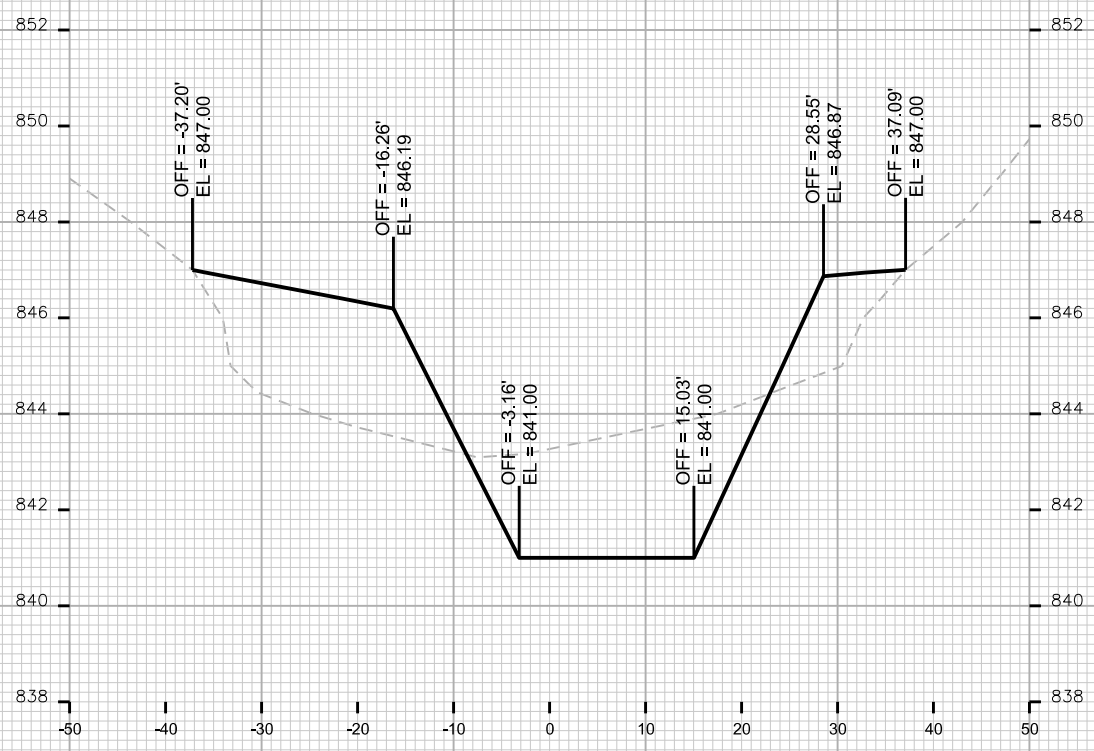
NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

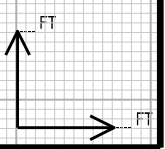
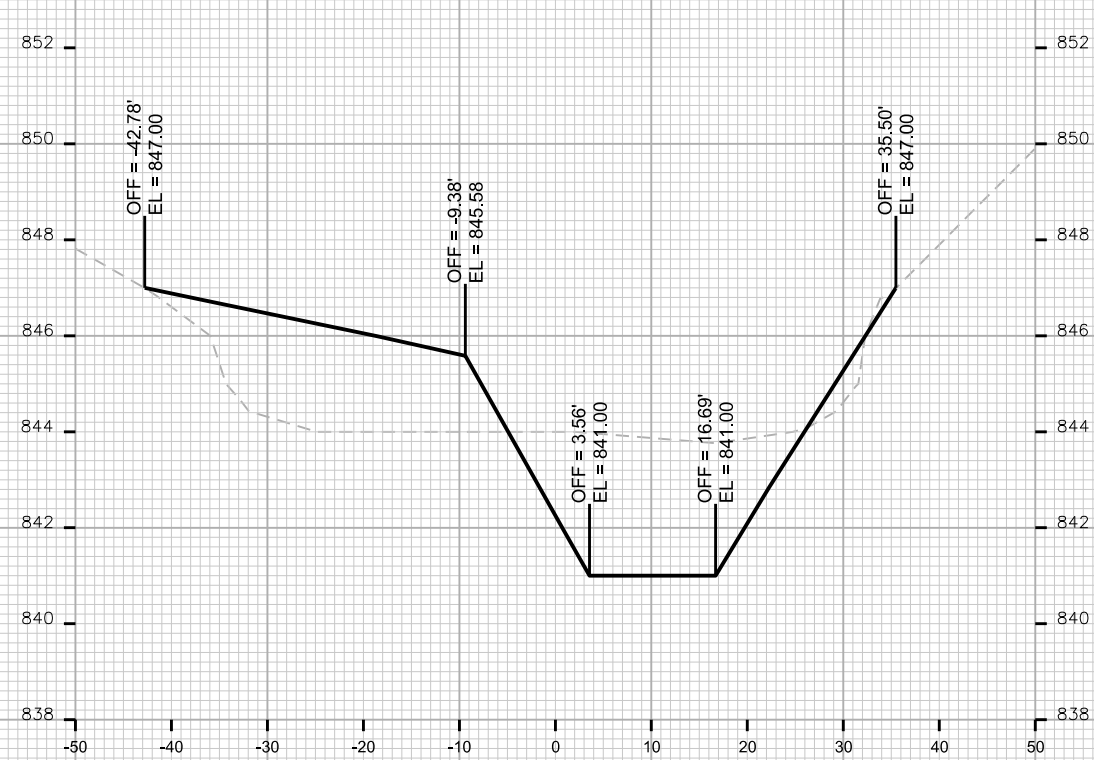
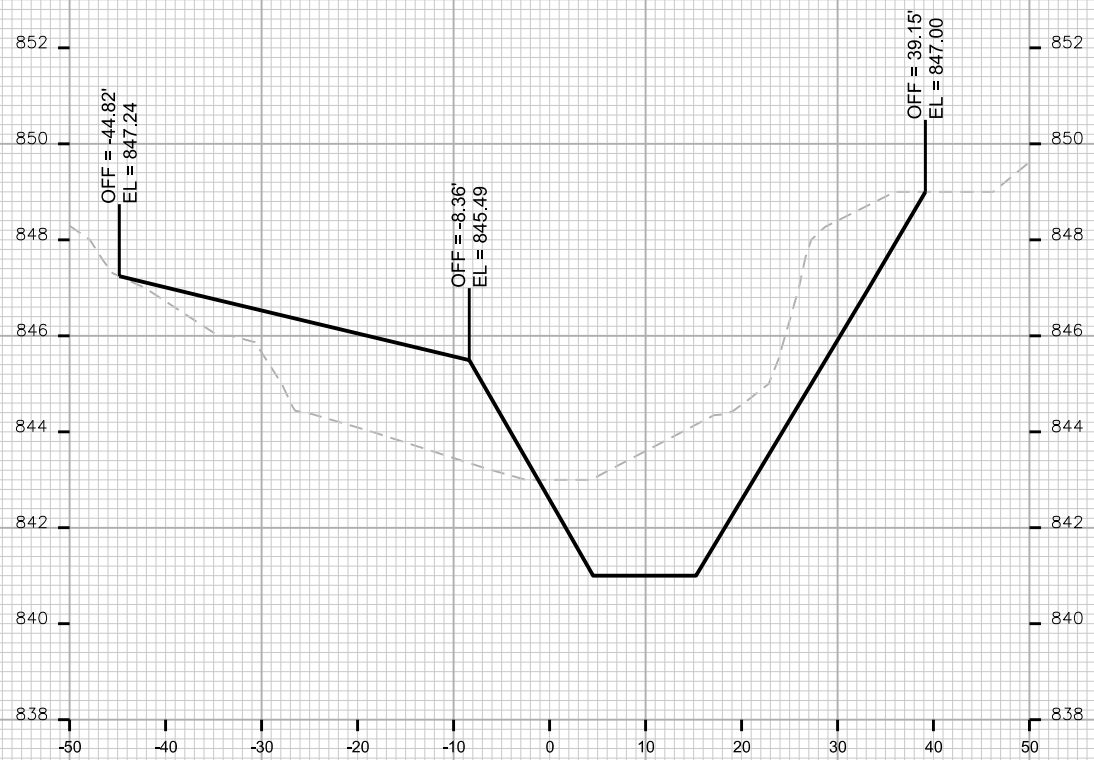
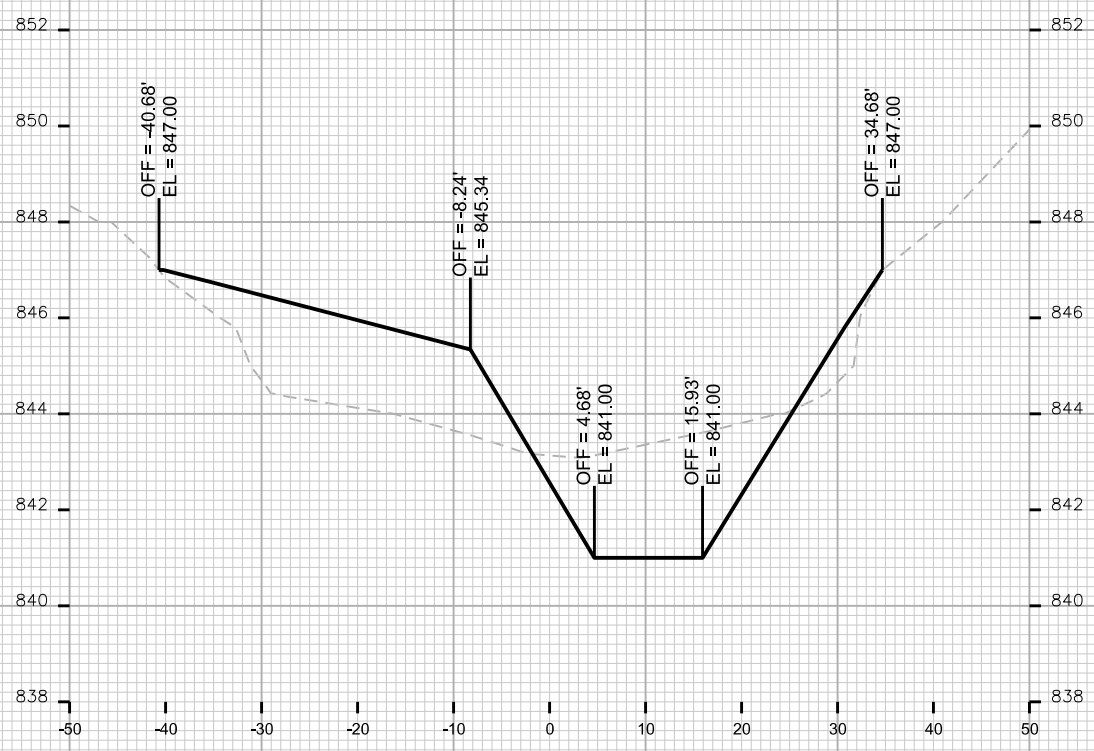
CITY OF MADISON

NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS

PLOT SCALE: _____
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

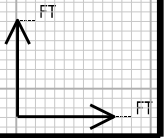
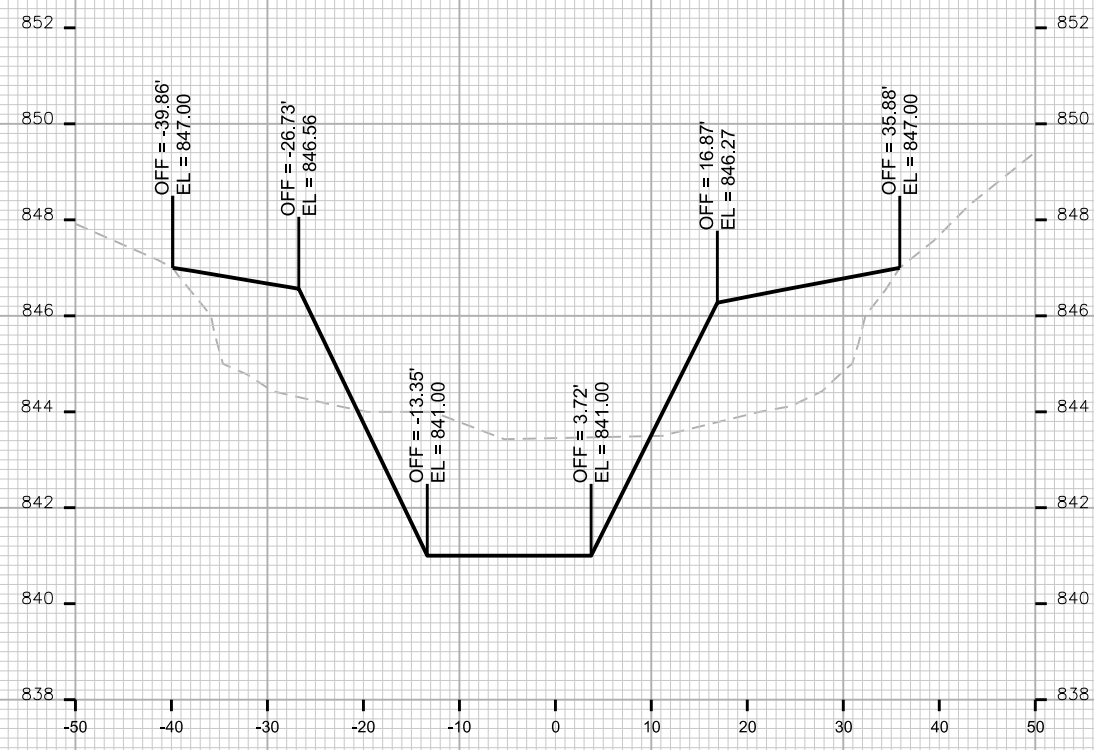
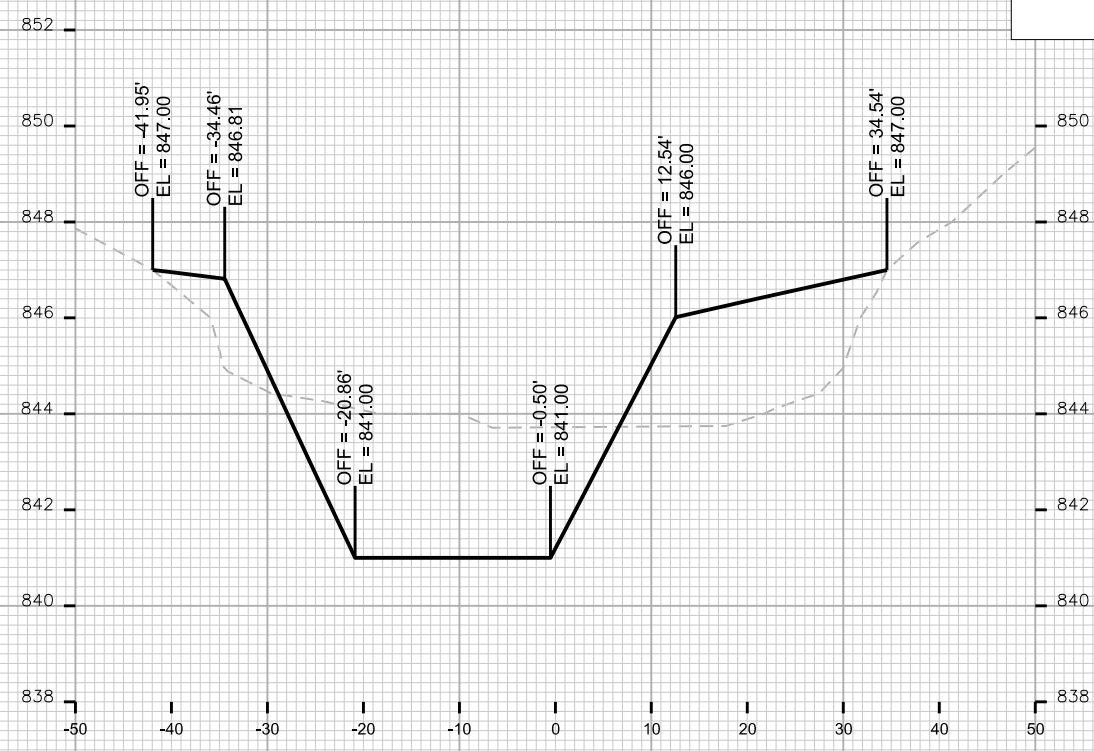
CITY OF MADISON

NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS

PLOT SCALE: _____
PLOT NAME: _____

REV. DATE: _____

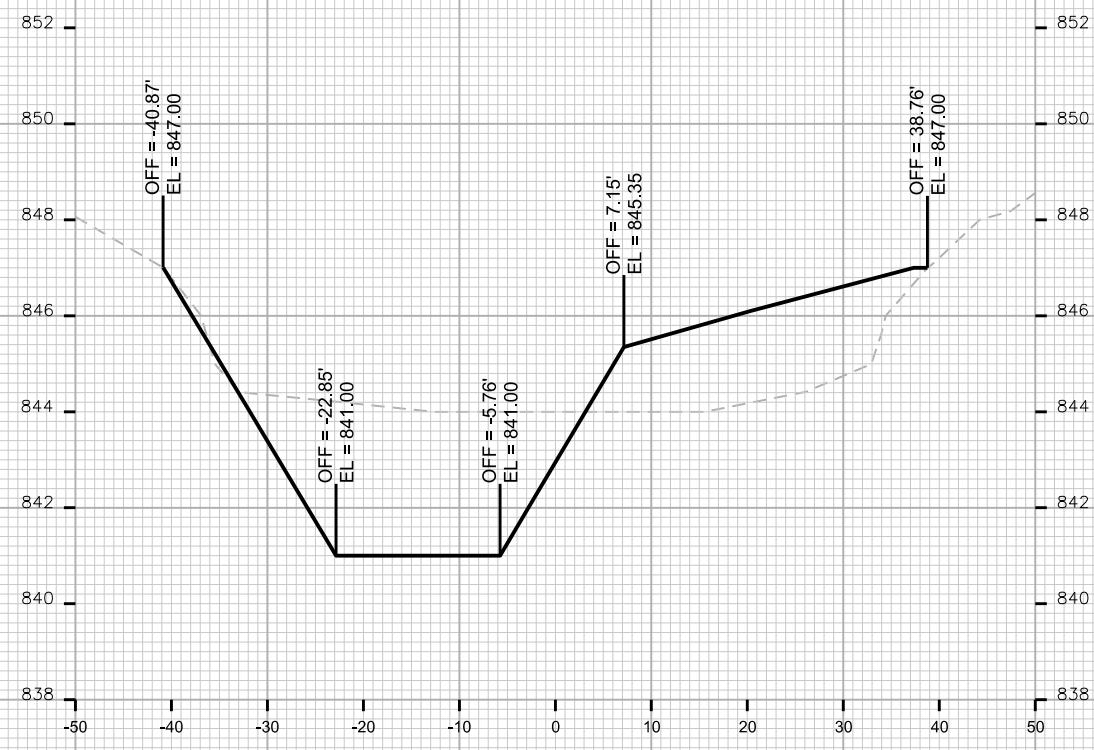
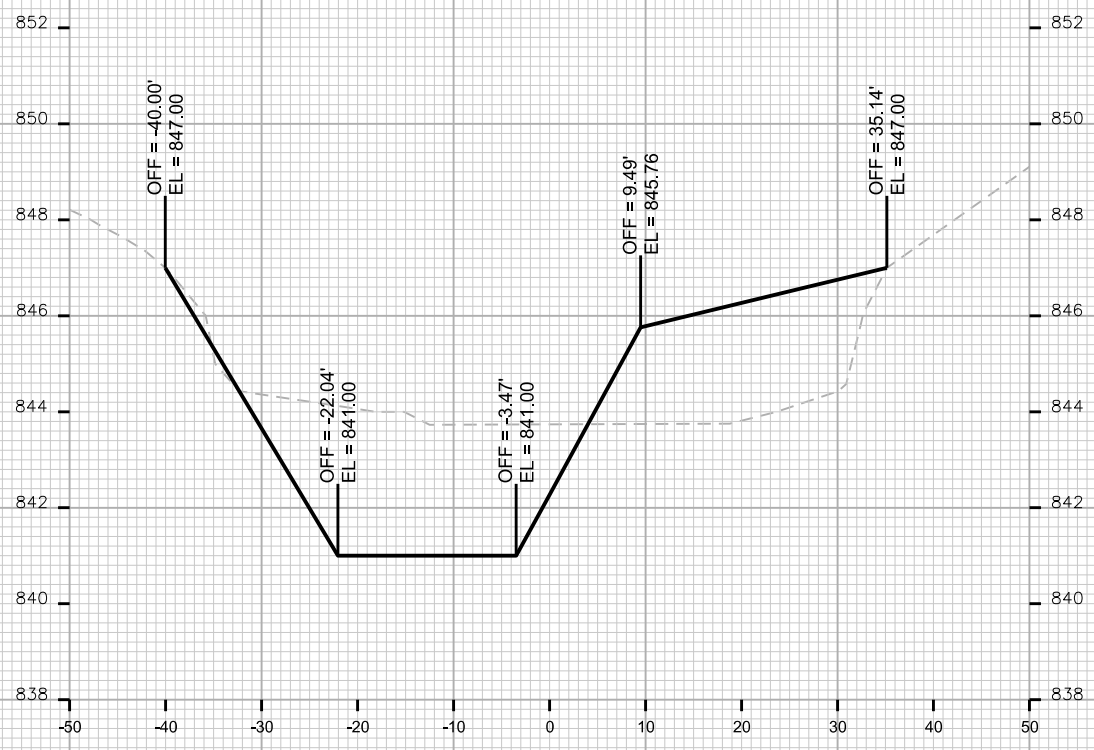
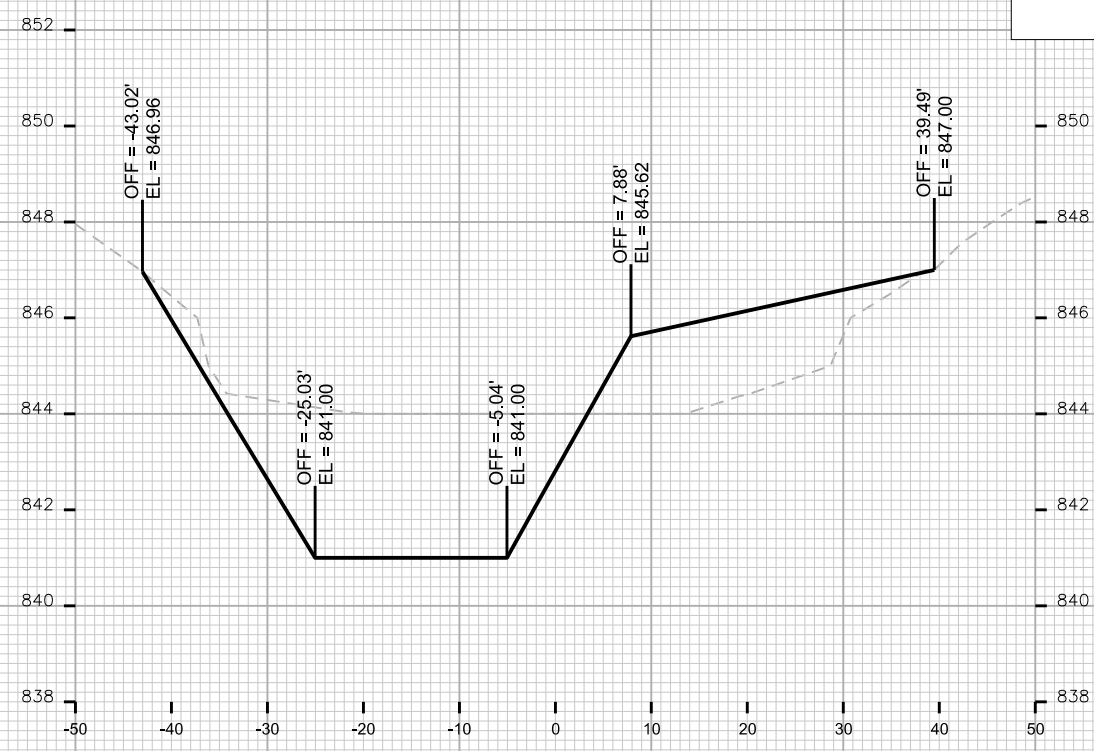
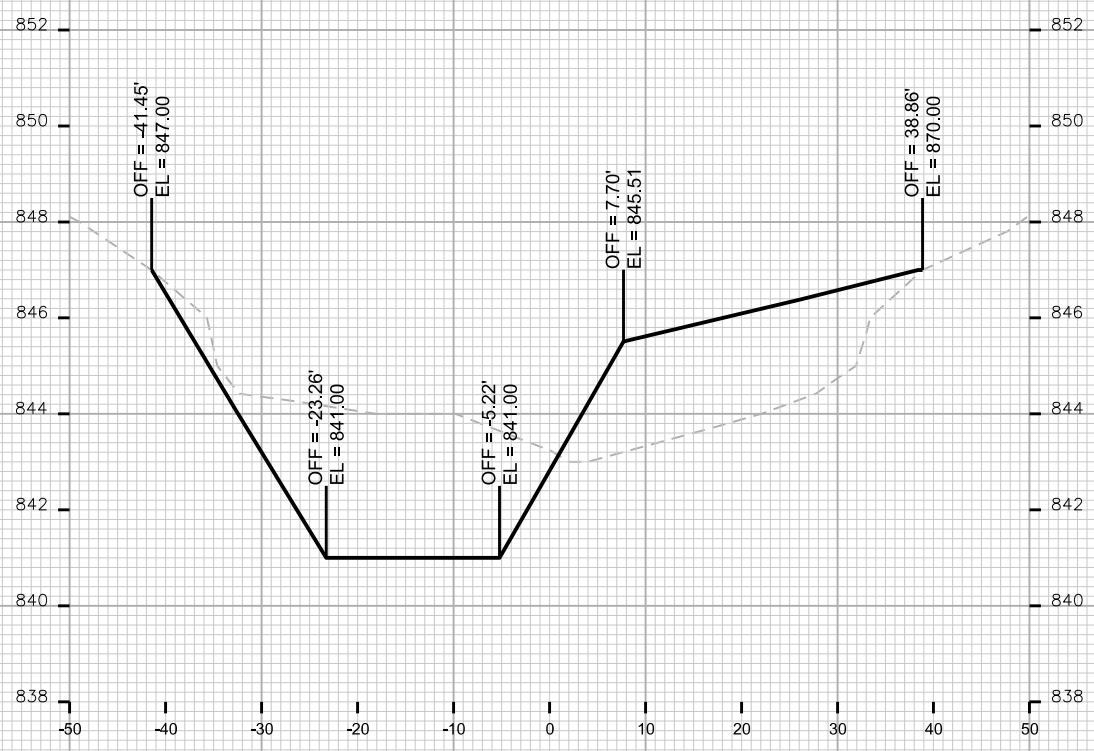
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

CITY OF MADISON

NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS



PLOT SCALE: _____

PLOT NAME: _____

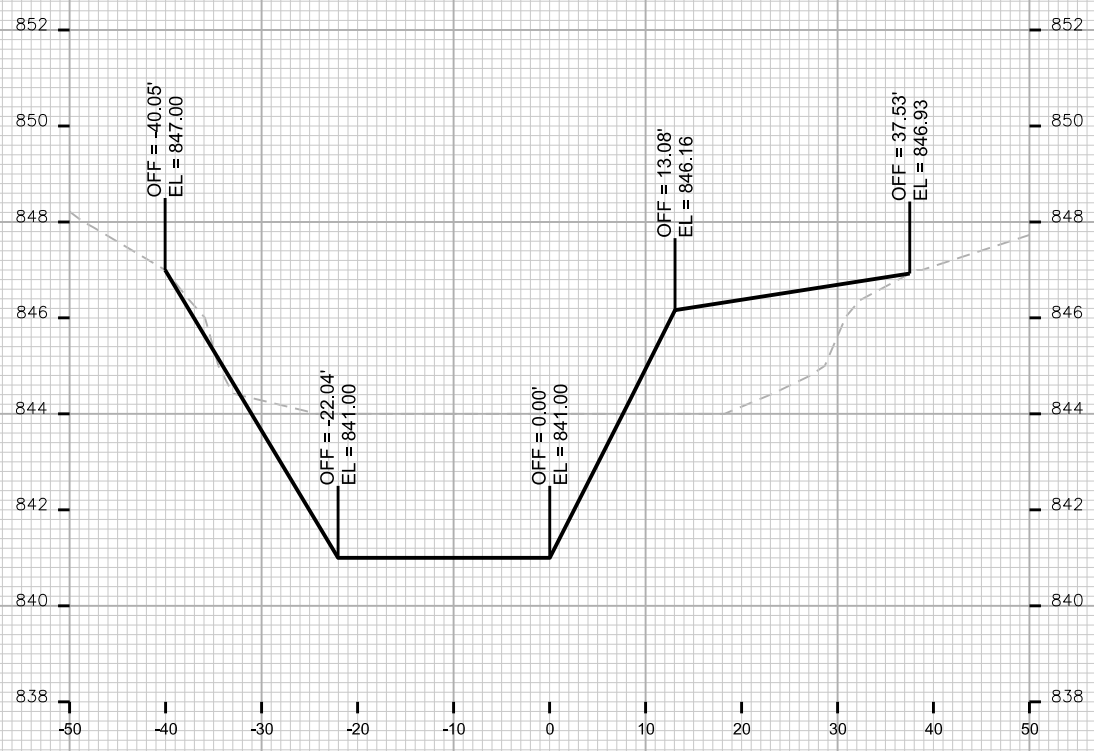
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

CITY OF MADISON

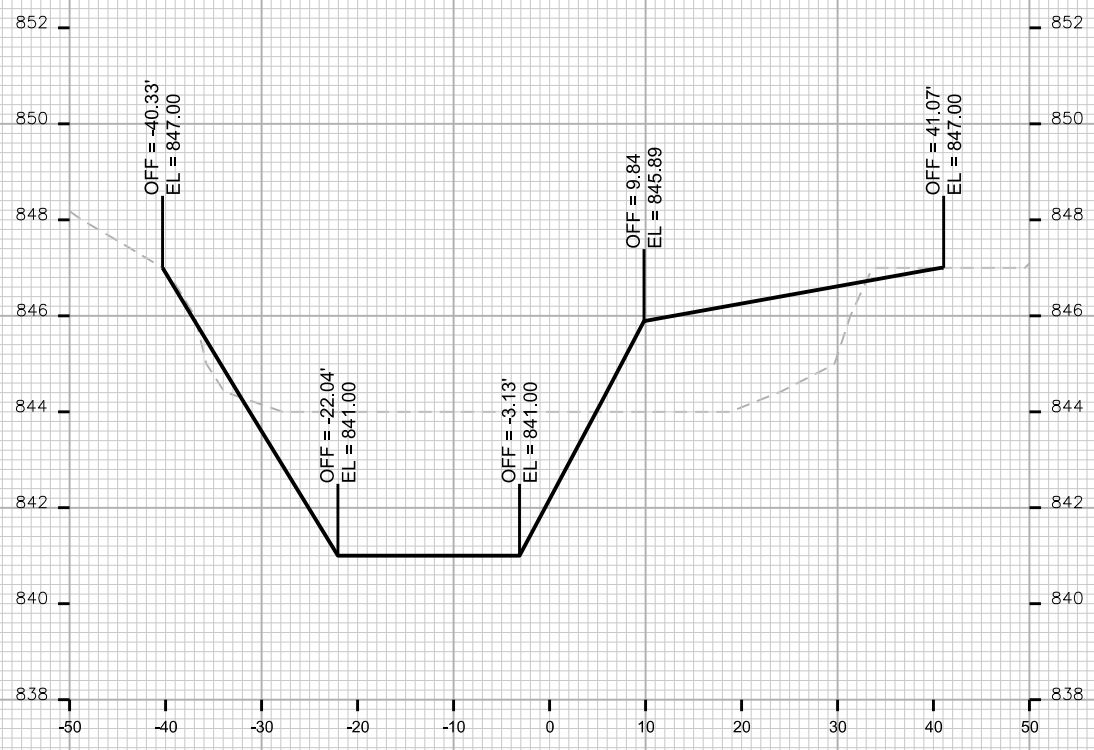
NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS



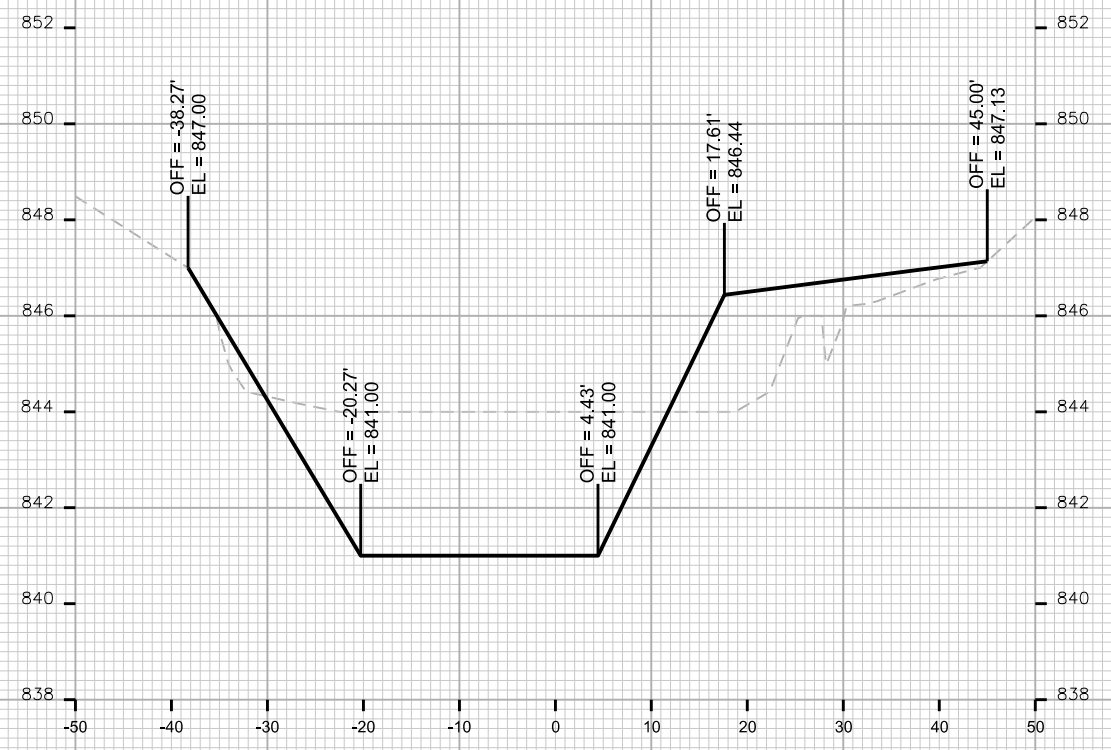
STA. 17+00



STA. 17+50



STA. 16+75



STA. 17+25



PLOT SCALE: _____

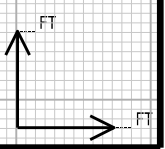
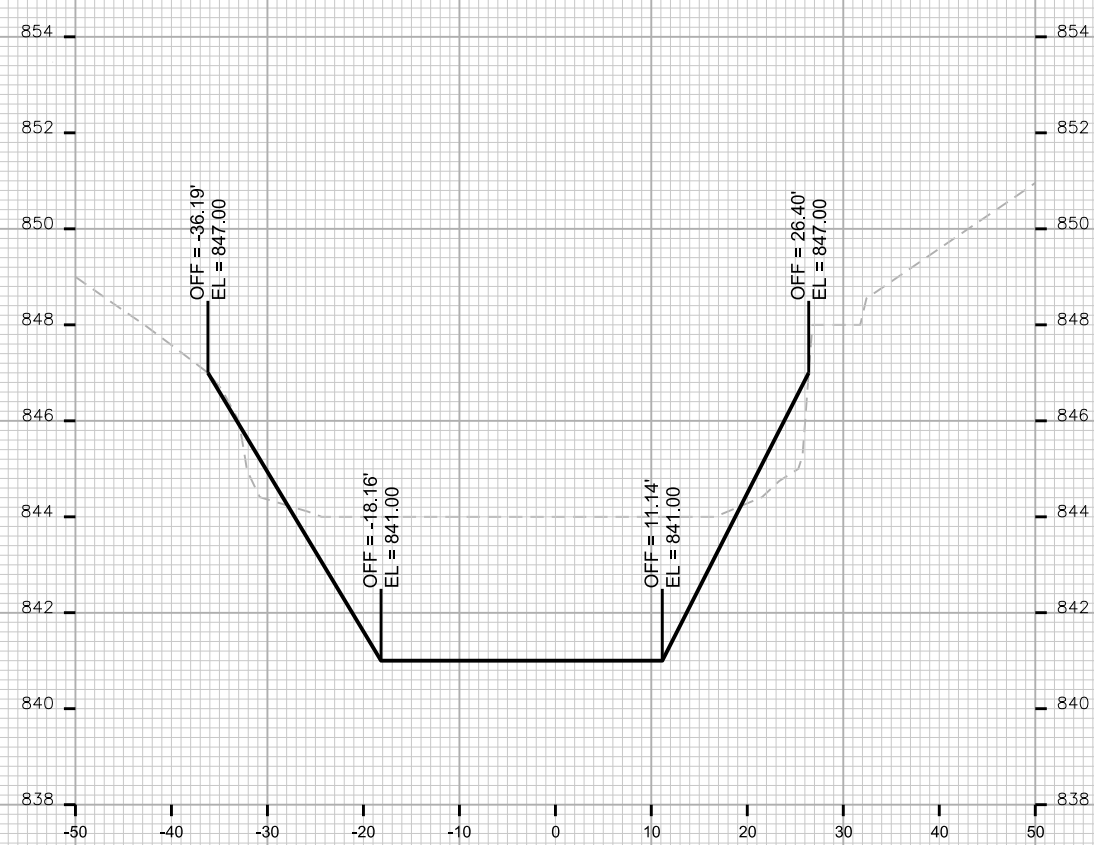
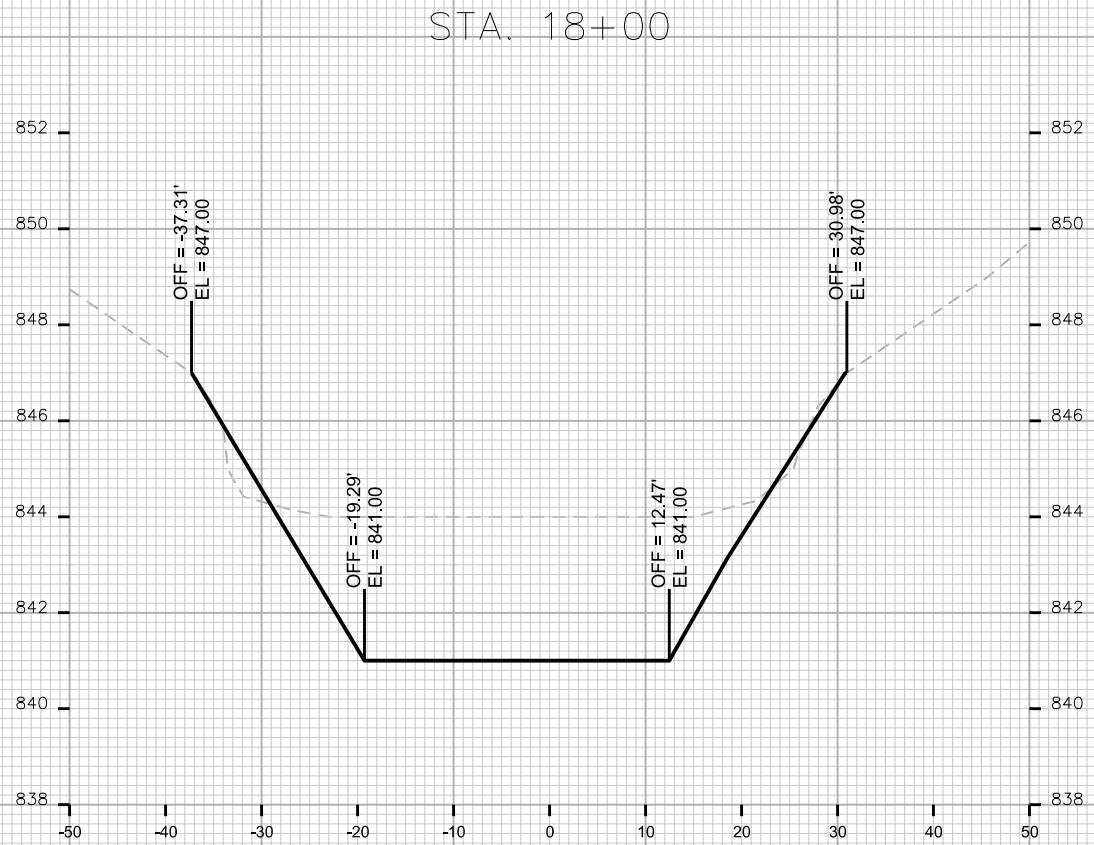
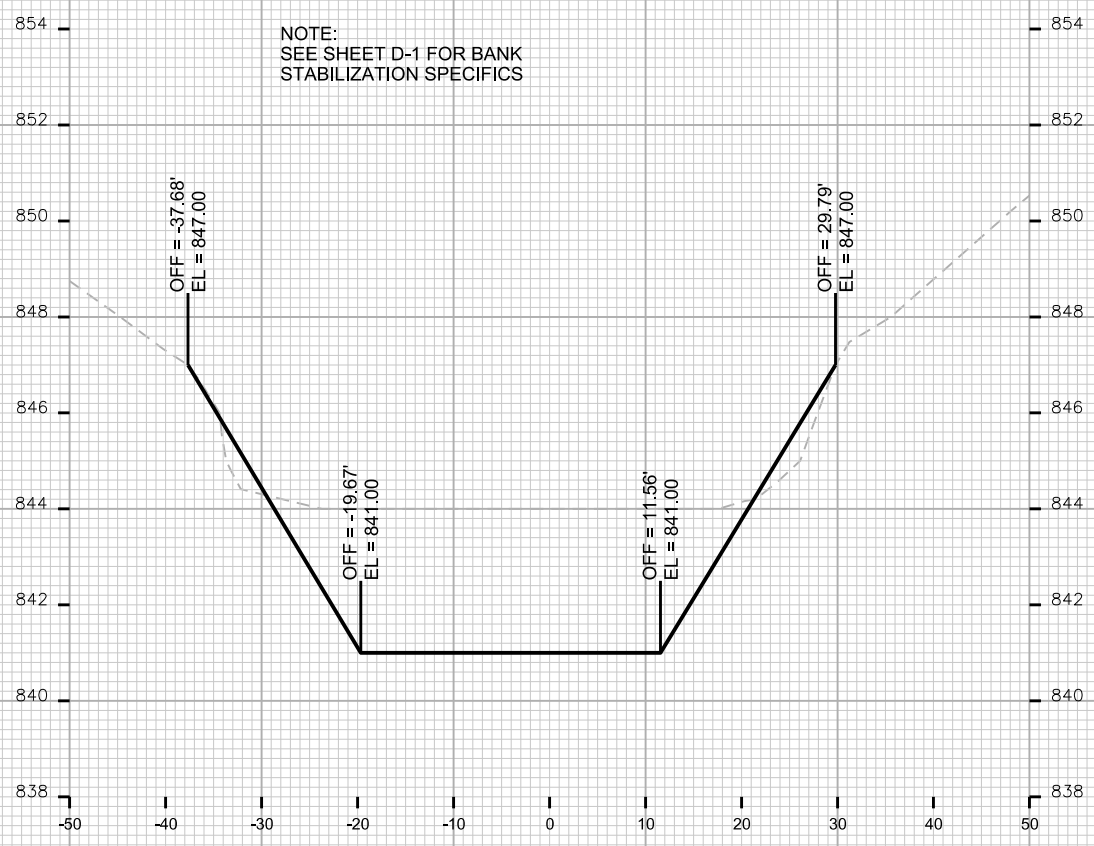
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

CITY OF MADISON

NOTE:
SEE SHEET D-1 FOR BANK
STABILIZATION SPECIFICS



PLOT SCALE: _____
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

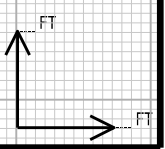
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 18+50



STA. 18+75

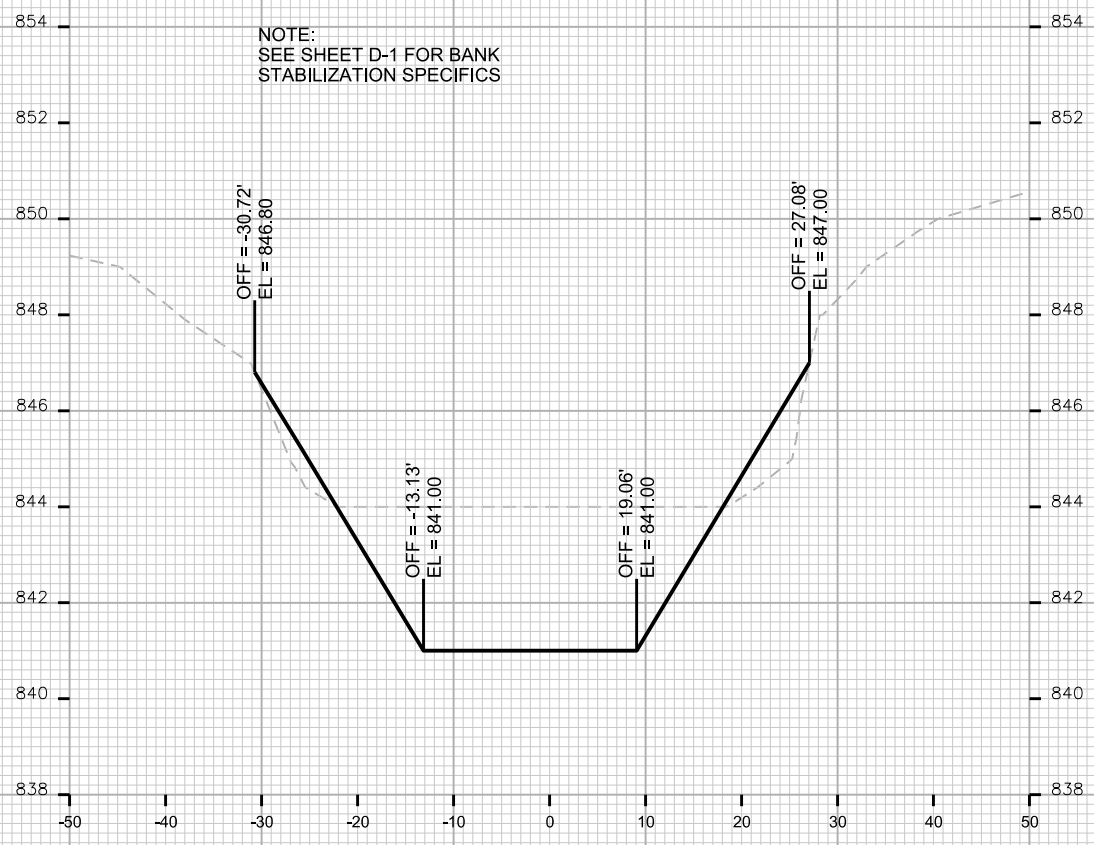


PLOT SCALE: _____

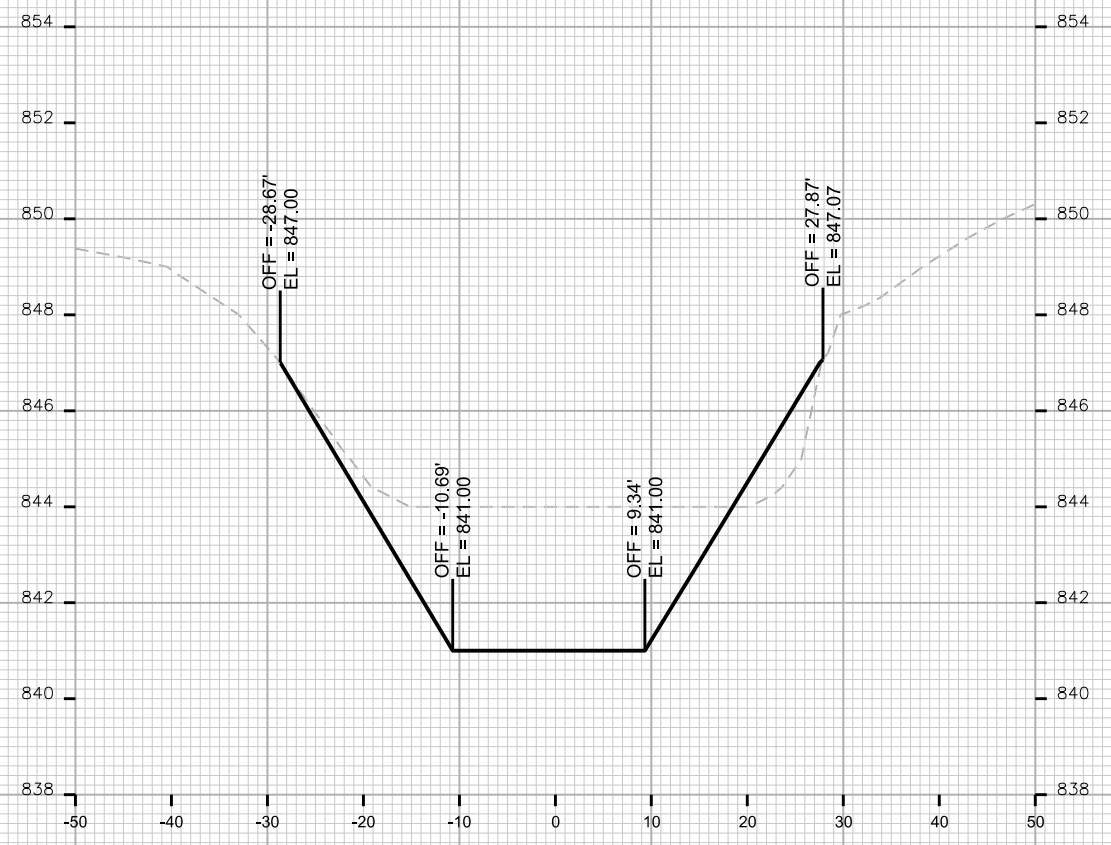
PLOT NAME: _____

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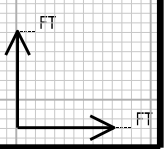
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 19+00



STA. 19+25



CROSS SECTIONS

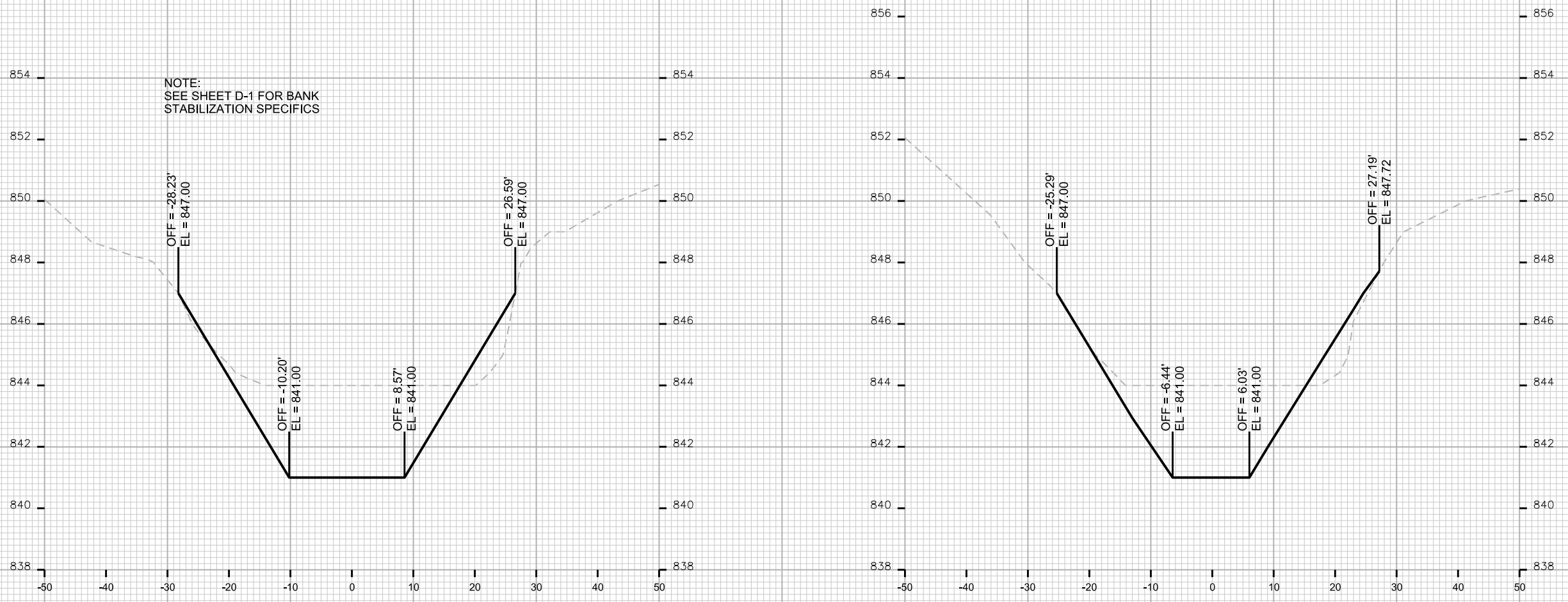
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



NOTE:
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STABILIZATION SPECIFICS

